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THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

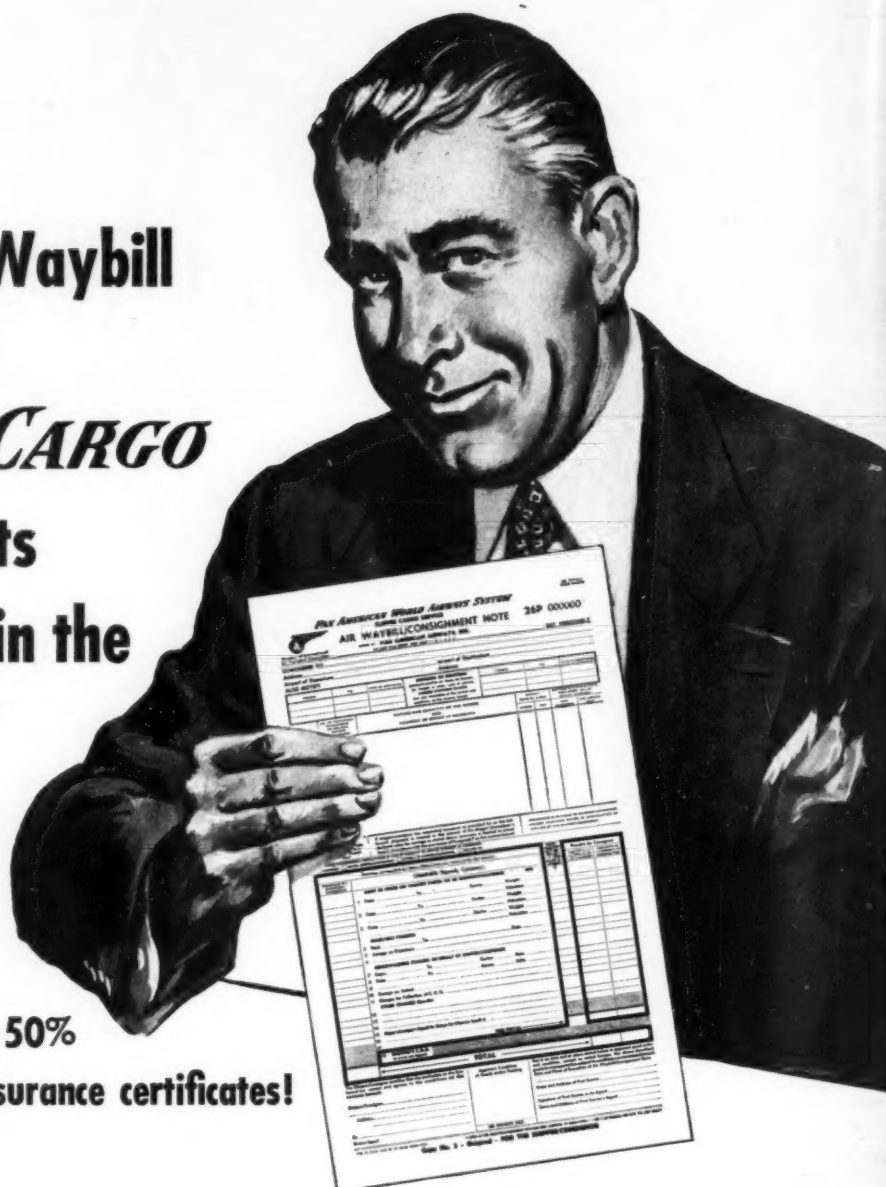


SEPTEMBER
1948

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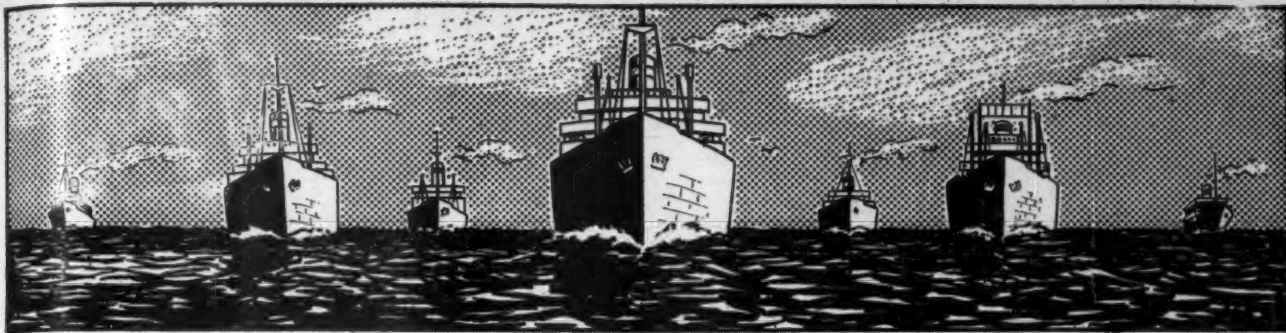
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The American Merchant Marine Looks Ahead!

THE American Merchant Marine Conference, sponsored by The Propeller Club of the United States in conjunction with its Twenty-Second Annual Convention, will be held in New York, October 13, 14 and 15th, 1948.

The Conference theme will be "The American Merchant Marine Looks Ahead!" Problems of vital concern to the American Marine Industry growing out of the period of world reconstruction and the rehabilitation of our domestic and foreign trade will be presented and discussed by recognized authorities. The Conference will concentrate the experience and wisdom of outstanding leadership upon subjects of utmost importance affecting the future of the American Merchant Marine.

Panel Discussion meetings will be held on October 13, 14 and 15th; the American Merchant Marine Conference Luncheon and Session on Thursday, October 14th; Propeller Club Convention Session on Friday, October 15th; and on the evening of that date, the annual American Merchant Marine Conference Banquet.

The necessity for constructive and coordinated effort is more apparent today than ever before. . . Your cooperation and participation are needed in this program to foster the best interests of the American Merchant Marine as an essential factor in the national defense and our economic welfare. . . Arrange now to attend the American Merchant Marine Conference and to take part in this important annual gathering of the American Marine Industry.

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THE WALDORF-ASTORIA - NEW YORK

October 13, 14 and 15th, 1948

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AIR CARGOREELS

TRAFFIC REPRESENTATIVES in Washington meeting with W. Gordon Bell, acting postmaster of the capital (seated), to discuss domestic air parcel post service which was inaugurated September 1. Standing, left to right, are: Harry Knapp, Eastern; Lowell Haas, United; Parke Wright, III, NAL; Don Campbell, American; Robert Minogue, NWA; John Brock, TWA; and Les Ehringer, Capital. (Above.)

NOT ONLY ONE but two such giant green sea turtles were flown by United Air Lines Cargoliner from New York to Burbank, California. Each turtle weighed 300 pounds, and was consigned to the new half-million-dollar aquarium located at Hermosa Beach, California. Stewardess Rita Helhiard places her hand trustingly on the marine reptile while two-year old Stan Locke, Jr., held by Homer F. Snow gingerly wonders just how safe it can be.

ONE OF SLICK AIRWAYS' fleet of giant, mobile refrigerator units presently in use at the air freight line's terminals throughout its coast-to-coast system. Designed for the protection of perishables against heat in the Summer and cold in the Winter, these refrigerator units perform valuable service for air shippers. Both originating and terminating traffic of perishables are shielded, as well as cargoes awaiting transshipment via other air carriers.

YOU CAN'T MISS the point of this air cargo. It's all a gag of the Democratic Party, as this airborne mule surely tells you. Bolivar—that's the mule—was part of the rodeo and Wild West show sponsored by the Wyattsville, Maryland, Volunteer Fire Department. At the airport, however, the Capital Airlines cargoplane was met by two young, comely lasses, Nell Morrison (left) and Carolyn Bascon, members of the Young Democrats of the District of Columbia. The cowboys (?) are J. Wise and E. Daniels.

ENOUGH FRUITS AND VEGETABLES to supply 17,000 vegetarians with a meal apiece — well, anyway that's how Pan Am says it—were recently flown to United States Army and Navy posts on a number of Atlantic islands. Shown here is part of 1,100 pounds of crated oranges going aboard the Clipper Belle of the Sky bound for Bermuda. It was the airline's fast-thinking press agents who saw in this an offshoot of that Operation Vittles.

OPERATING IN CONJUNCTION with Air Cargo, Inc., ground service organization of the scheduled certificated airlines, this trailer-truck meets an American-flag air carrier at the airport in Los Angeles. The trailer's inscription reads: "Pick-up and Delivery Service—Air Cargo via the Airlines of the U. S." The 16 scheduled trunk lines during the first six months of 1948 have reported a jump of 156 percent in freight ton-miles hauled as compared with the January-June period only one short year ago.



AIR **TRANSPORTATION**

**The world's first and only
air cargo magazine**

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years.

John F. Budd, Editor and Publisher

Richard Malkin, Managing Editor

B. L. West, Business Manager

Frank W. Budd, Circulation Manager

Langdon P. Marvin, Jr.,
Contributing Editor

Edgar H. Bauman,
Field Correspondent

Everett Hart, Advertising Department
New York Office
TEN BRIDGE STREET
Phone: WHitehall 4-2898

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September 1948

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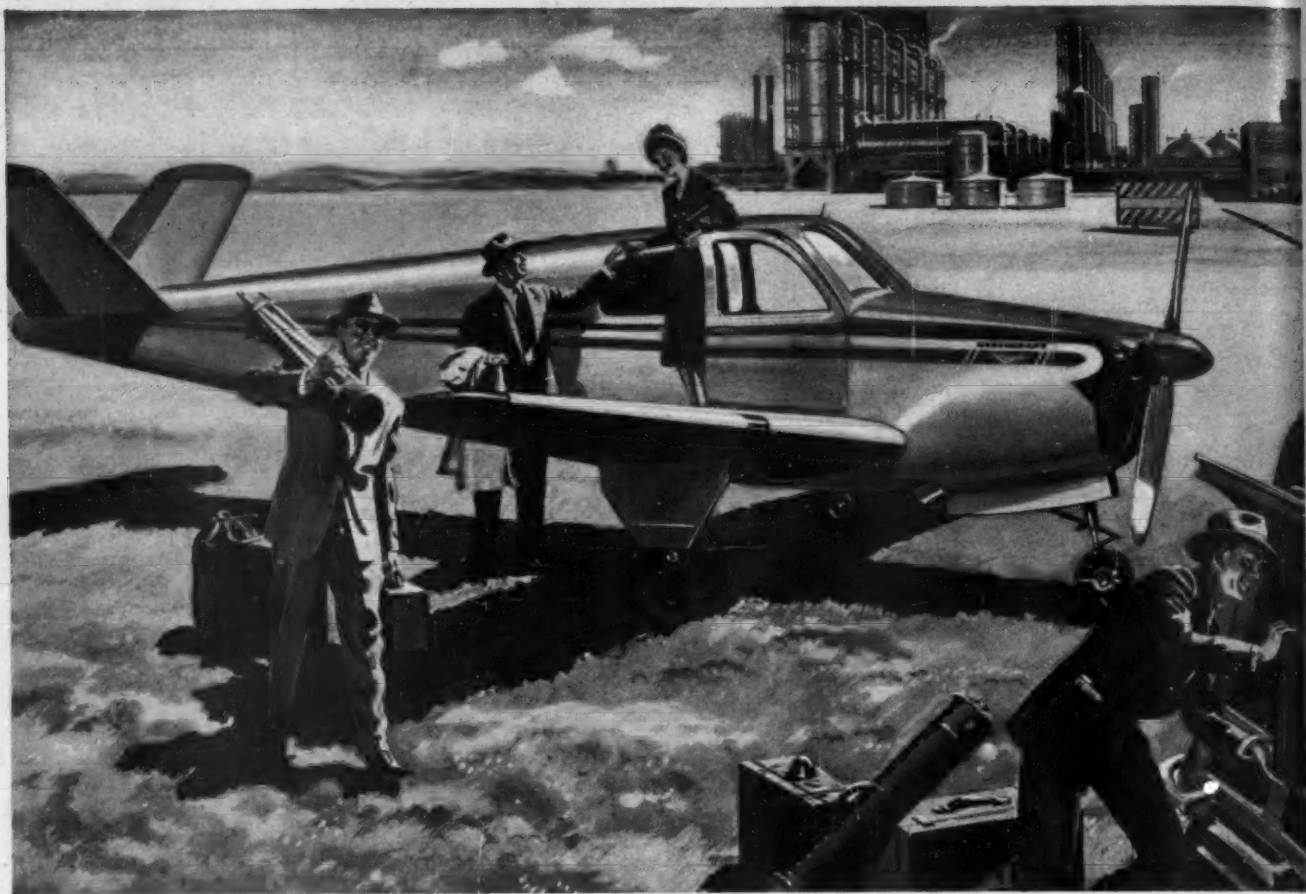
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COVER

The 300-mile-an-hour DC-6, now a familiar sight everywhere.



"Does Bonanza travel pay?"

It triples my business!"

... reports Robert Yarnall Richie, industrial photographer

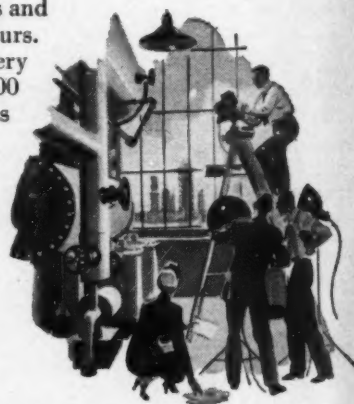


"In my 4-place Bonanza the other day, my assistants and I flew the 250 miles from Tulsa to Madill in 1½ hours. Between 2 p.m. and sunset I completed a big oil refinery photographing job. Next morning we loaded my 500 pounds of equipment and hopped to Longview, 225 miles away, for an equally big job there.

"The net result was completion of two jobs in two days, plus several contacts for future business. Gas and oil cost \$12.85. Two comfortable, restful hour-and-a-half flights instead of two days of hard driving on the road. Many of my clients are off regularly scheduled routes, and public transportation would not serve us.

"I know of a manufacturer in Los Angeles, a doctor in New York, and an engineer in Texas who, with their Bonanzas, have tripled the area they can see to personally—and at great personal profit. The Bonanza certainly is a revolutionary new kind of business machine."

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Hugh Johnston

Guest Air Cargo Editorial No. 11

By HUGH JOHNSTON
Manager, Cargo Sales and Development
Trans-Canada Air Lines

THE TRANSPORTATION OF CARGO BY AIR stands on the threshold of a great development throughout the world. Previous editorials that have appeared on this page would indicate that we are all agreed on its future. However, if we are to build soundly, keeping a constant eye on the service required by our customers, we must frequently look into the mirror of self-examination. No attempt will be made here to comment on the entire field of cargo transportation by air, but in view of the importance of trade between the United States and Canada, and the interrelation of our commerce, let's take a look at the cargo service at present being provided within and between our two countries by the airlines of United States and Canada.

Do they fit the needs of shippers?

At the present time, in both the United States and Canada, two services are available to the shipping public—air express and air freight. International carriers including Trans-Canada Air Lines have already decided that there will be only one service for overseas air cargo traffic, and are thus avoiding the confusion which has developed in domestic cargo. Air express is operated by agencies independent of the airlines; rates are considerably higher than air freight; rates are on a door-to-door basis; and air express enjoys some priority over air freight. Air freight, on the other hand, is operated entirely by the airlines; rates are considerably lower and are filed on an airport-to-airport basis, with pick-up and delivery service being provided on demand at an additional charge; also charges are based on a minimum weight of 25 pounds.

Generally speaking, Trans-Canada Air Lines, realizing the mutual benefits which would result from the establishment of uniform services and practices with United States carriers, has instituted similar services in Canada to those in the United States, using similar procedures for the handling of cargo, and filing rates similar in method of rate-making, if not in actual rates, to those used by United States carriers.

Do these two services make good sense to shippers?
Is the distinction between the two services clear-cut?
What does a shipper think when he has to deal with

one agency to handle his five-pound shipment, and with another to handle his 100-pound one, when both are being shipped by air and possibly over the same airline?

What does he think when his shipment intended for air freight, inadvertently, through ignorance resulting from lack of education on the part of the airlines, is sent air express at much higher cost than anticipated.

Also, what does he think when his air freight shipment receives virtually the same service as his much higher rated air express shipment?

These are questions we must ask ourselves, if we are to avoid creating confusion in the minds of business and industry.

Would we not be serving the public better if we offered one cargo service at door-to-door, all-inclusive rates, with fairly steep reductions in rates on a graduated scale for larger shipments? This type of service, in the opinion of the writer, would be more easily understood by the shipping public, and consequently would hasten the day when air shipping would become an accepted easy-to-use service, taking its rightful place in the transportation picture of our two countries. (In Canada air freight is known as air cargo.)

It may be argued that the airlines are providing two services, similar to the railways. But upon examination this analogy does not hold water. Rail express moves on passenger trains, whereas rail freight moves on slower freight trains. In air transportation, however, air express moves in passenger and just-as-fast cargoplanes and air freight moves in the same passenger and cargo planes, and the difference in priority is negligible. The principle difference at the present time is in ground handling where air express receives an expedited pick-up and delivery service, but certain limitations are placed on the pick-up and delivery for air freight. Let us not delude ourselves, though. Air transportation has one prime advantage over all other forms of transportation—*speed*. Therefore, if we wish to induce the business men of the United States and Canada to ship by air we must not qualify the most important advantage we have—*speed*—by providing inadequate ground service. Fast

(Concluded on Page 29)

Panagra, one of the great pioneer airlines, celebrates two decades of scheduled service and recalls Latin America's amazing leap...

FROM CRAWLING MULEBACK TO SKY-STREAKING AIRPLANE

WHEN Simon Bolivar visualized the Western Hemisphere as "a close community of good neighbors," more than 125 years ago, little did he dream that a new method of transportation by air would someday hurdle the natural barriers which had isolated and imprisoned the American republics.

Yet, it is hard to believe that the close commercial and cultural relations that exist today between the Americas could ever have been accomplished without the aid of air transportation.

In every republic on the South American continent, with the possible exception of Argentina and Uruguay, there are physical handicaps that make surface transportation quite difficult, if not altogether impossible. It is not unlikely then that although highways and railroads provide a medium of transportation between certain areas, generally speaking, transportation in South America has passed directly from muleback to the airplane—and this transition occurred only 20 years ago.

The Beginning

It was on September 13, 1928, that a tiny, single-engined Fairchild monoplane with four passengers aboard made the 600-mile flight from Lima to Talara, Peru, to start scheduled commercial air transportation along the West Coast of South America. From this inauspicious beginning Pan American-Grace Airways, Inc. (Panagra), in less than a year, had pioneered a route north to Cristobal,



By CHRISTOPHER DE GROOT
General Traffic Manager
Pan American-Grace Airways

Canal Zone, and south to Buenos Aires, Argentina, to carry American aviation thousands of miles farther from home than it had ever been before.

At that time, it took about 20 days for a shipper to send his goods by steamer from New York to Buenos Aires. By plane, this distance was covered in the "incredible" time of 11 days.

About this time also, French Aeroportal was providing an eight-day combination plane-ship-plane service between Paris and Buenos Aires to place the key commercial centers

on the South American continent closer to Europe than to the United States. Other foreign airlines which had gained a foothold in this hemisphere were the German-controlled Kondor syndicate in Brazil, Lloyd Boliviano in Bolivia, and Scadta in Colombia.

Flying Boats

At first, amphibians such as the Sikorski S-38 and the Loening were operated on the long overwater trips between Cristobal, Guayaquil, and Talara; but early in 1929 the pioneer United States flag airline added a new airliner which was to play a great part in starting air cargo operation in South America. This new "luxury liner" was heralded in the newspapers as "so large that it could not be transported by train, and it was therefore necessary for it to fly from Dearborn to New York." This was the tri-motored Ford, "the latest thing in comfort and safety... possessing luxurious accommodations for 12 passengers... and equipped with plumbing facilities and running water... and possessing the amazing speed of 135 to 140 miles per hour."

On October 12th, 1929, one of these luxury liners of another day made airline history when it crossed the Andes from Buenos Aires to Santiago and reached an altitude of 18,000 feet. According to a newspaper correspondent, "this was the crowning achievement symbolizing a century of man's triumph over nature."

But an even greater achievement performed by these Fords was the



FROM THIS EARLY-DAY FAIRCHILD MONOPLANE . . .

herculean job of hauling ton-heavy machinery by air over the Andes from Cuzco to a gold mine in Huanacopampa at an altitude of 12,500 feet. In order that pieces of machinery eight feet long, four feet wide, might be put aboard, the plane had to be stripped of its interior fittings and a hatch was cut in the fuselage to enable loading heavy freight with cranes. Windows were blocked with smooth sheet dural, and a double rail track was laid along the floor for a rolling platform so that the cargo's weight might be properly distributed inside the ship. This was the first time any cargo operation of this magnitude had been undertaken in South America.

Early Methods

Loading and unloading stations were constructed at Cuzco and at Huanacopampa. Unlike the modern hoisting methods of today, these consisted mainly of a boom and ginpole with double handle hand winches manned by local labor under the supervision of a Peruvian foreman. Each load was hung from the crane until the plane was rolled into position, lowered into the hatch and hauled forward on the rails.

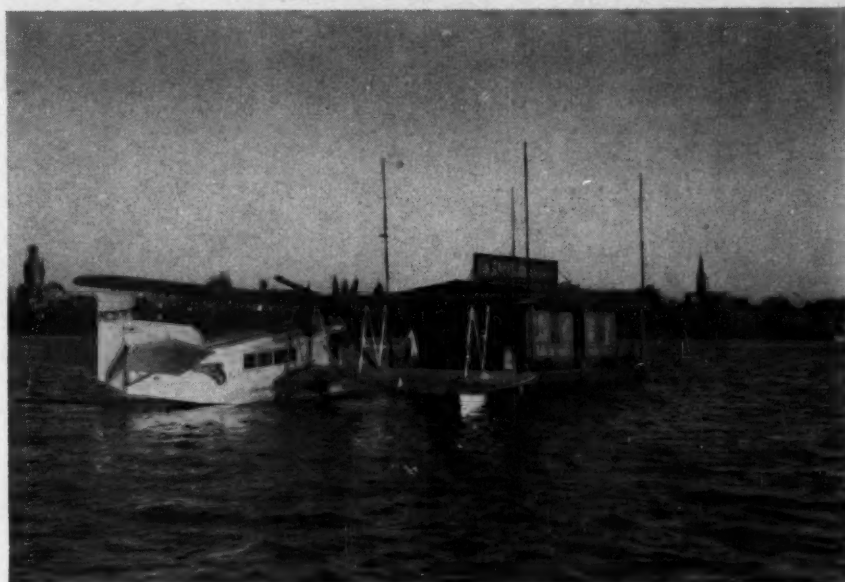
Because of the rapidly changing flight conditions over the mountainous terrain in this sector, ground radio stations were installed both at Huanacopampa and at Cuzco—to keep the pilot posted on full meteorological details.

Within three months, 421 round trip flights—an average of four a day—had been made to move the 740 tons of equipment to the mine. Startling as this operation may sound, this was merely one of a great number of cargo hauls which the airline has been called upon to perform. Many mining and indus-

trial enterprises in the almost inaccessible interior of South America have often had to depend on air transportation or been forced to suspend operations.

Aerial Link

The Panagra route, following the 80th meridian on a true Great Circle course, is the shortest line between the United States and the more heavily populated regions of South America. This route covers the most affluent region in natural resources in South America and is of vital importance to trade and commerce within the hemisphere. It links the active industrial, agricultural and



PANAGRA WENT TO THIS BIGGER LOENING AMPHIBIAN . . .



AND THEN THIS FORD CARGOPLANE KNOWN AS THE "FLYING WASHBOARD" . . .



AND CURRENTLY THIS GIANT 300-MILE-AN-HOUR DC-6

mineral-rich areas of South America with the key trading and manufacturing centers of North and South America.

Just before Pearl Harbor, when war with the Axis was imminent, Panagra, with the assistance of the United States State Department and South American governments, first paralleled and then replaced the services of German-controlled Sedta in Ecuador and Lufthansa in Peru, thus averting an economic and transportation crisis. It also supplanted Nazi-controlled airlines in Argentina and Chile and played an important role in eliminating the influence of the swastika from the now nationalized Bolivian airline, Lloyd Aereo Boliviano.

It took business air travelers 11 days to make the trip from the United States to Argentina back in 1929—and this was half the time it

took by steamship. From the early model Sikorski amphibians and tin tri-motored Fords, the airline's growth has closely paralleled aviation's progress as it passed into the era of twin-engined DC-3s, four-engined DC-4s and now the smart, new DC-6s. Today, Panagra's 300-mile-an-hour, 52 passenger Douglas DC-6 planes, complete with sleeper accommodations, have reduced elapsed time between Miami and Buenos Aires to less than 22 hours on the airline's El Interamericano "overnight express."

1947 Record

Last year, the airline operated 106,691,000 passenger-miles and carried 111,607 passengers and 13,780,614 ton-miles of revenue traffic. In two decades of continuous scheduled service, Panagra has flown 24 million pounds of freight and express,

and 4,126,440 pounds of mail, in addition to flying more than 640 million passenger-miles and carrying 715,830 passengers—a clear indication that close trade and cultural relations exist between the United States and the South American republics and that the airplane has perhaps helped to make Bolivar's dream of hemisphere unity come true.

PAA Widens Service

Not only will Pan American World Airways increase its round-the-world flights from two to three a week when the Winter schedule begins on October 15, but it also will (1) inaugurate service to Barcelona, Spain; (2) resume its non-stop New York-London runs; and (3) later in the season will start through service between New York and Johannesburg, South Africa.

Beginning the 15th of next month, the new schedule calls for three flights weekly to Barcelona via Santa Maria, Azores, and Lisbon. One of these flights will operate via Boston. In addition, two flights a week will operate to the Portuguese capital, and, on December 15, will be extended to Barcelona.

The non-stop New York-London flight will take off at 4 p.m. (EST), and is scheduled to come in at London at 11 a.m. (London time). Beginning December 15, this service will be increased to four a week.

PAA reports that during the two-month period beginning October 15, two flights a week will operate to Dakar, Accra, Leopoldville, and Johannesburg. One will be via Santa Maria and Lisbon, and the other going straight to Africa from the Azores. There will be three flights week after December 15, all of them operating via the Santa Maria-Africa express route.

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From High-Speed Bombers to High-Speed Transports MARTIN LEADS THE WAY INTO THE FUTURE!



YESTERDAY: The famous Martin B-10 bomber, faster by 100 m.p.h. than any other bomber of its day and speedier than most pursuit ships, made obsolete nearly all the world's military aircraft; won the 1932 Collier Trophy for Glenn L. Martin.

TODAY: The Martin 2-O-2 as a military transport can carry 61 military personnel or more than 15,000 pounds of military cargo—over twice the capacity of twin-engine equipment used in World War II and still in service. And the 2-O-2 cruises at speeds 100 m.p.h. faster than the World War II planes it replaces . . . yet operates from the same short runways, small airports.

Tomorrow

Martin engineers are constantly at work harnessing higher and higher speeds to the transport and combat needs of our Military Services. In the days to come, look to Martin for rotary wing aircraft and other swiftly developing fields.

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"FLAK BAIT," Devon Francis' new book, is the thrilling story of the heroic men who flew and serviced Martin B-26 Marauders in bomber strikes from the Southwest Pacific to the gates of Berlin. We are proud to be mentioned with these gallant men.

Three months ago the swollen waters of the Fraser in British Columbia spilled over its banks and created an emergency which called for prompt action . . .

WE share your concern for the health and safety of those in the flooded areas and will do our utmost to help maintain your communications with the rest of Canada."

Such was the telegram sent on the first day of June by G. R. McGregor, president of Trans-Canada Air Lines, to Bryon Johnson, Premier of British Columbia.

It was indeed a crisis, for on May

P.D.Q.

By DICK ROSS

28 the swirling waters of the Fraser River overflowed its banks, and within hours the angry forces of nature swept away millions in property and crops, left thousands of residents of the Fraser Valley homeless, and smashed to bits the last

vestige of ground communications. Cut off from the rest of civilization by the rampaging river, the inhabitants of the valley, who had watched all their worldly goods being swept into the Pacific, now faced the stark twin threats of hunger and disease.

And it was then that the air services of Canada—the commercial airlines and the Royal Canadian Air Force—swept into action. For the purposes of this article, the outstanding record of Trans-Canada will be dealt with here. (However, it should not be overlooked that during the flood emergency, seven Canadian Pacific Air Lines DC-3s flew many tons of supplies from Montreal, Winnipeg, and Edmonton, without interrupting scheduled services elsewhere. See *The Global Ticker* in last month's issue of *Air Transportation*.)

Cargo A-plenty

At the height of the crisis which made lurid headlines everywhere, TCA flew in 402,000 pounds of bulk cargo to Vancouver, and 65,000 pounds of express between Alberta and British Columbia. Most of the heavy cargoes were composed of foodstuffs, while a goodly part of the express included emergency equipment and medical supplies. Interesting to note is the fact that 20,000 tons of mail also were hauled during this dire period which lasted three weeks.

TCA, which had drawn on its stand-by fleet of fleet of domestic four-engined *North Stars* as well of its transatlantic planes, and had shifted 18 overseas pilots and nearly twice that number maintenance men to the Western Region for the duration, hit its high spot with eight



round-trip *North Star* flights every day between Vancouver and Calgary, in addition to the three DC-3s plying between the latter city and Edmonton where connections were maintained with the Canadian National Railroad.

A daily average of 4,833 pounds of mail, 1,546 pounds of express, and 18,481 pounds of freight (not to mention 354 passengers) were transported during the height of the emergency. In less than a day-and-a-half, Vancouver received by air some 104,000 pounds of butter. At Edmonton, where 95,000 pounds of rail-shipped express had accumulated, TCA aircraft picked them up for speedy delivery to the West Coast.

Three Tough Weeks

Reported the airline:

"During the hectic three weeks when the floods were at their worst, TCA transported a volume of cargo that almost made minute, anything previous in the company's history. At Calgary a warehouse was set up and manned continuously by TCA and Canadian National Express employees. At times it housed 75,000 pounds of air cargo. And the ramp bore striking similarity to a large rail terminal. Butter was priority cargo. TCA flew 214,000 pounds of it to Vancouver. Seventy-five thousand pounds of newspapers were taken into the coast city. And 61,000 pounds of yeast went over the 'hump.' Other shipments included lettuce, tomatoes, cumpers, strawberries, heavy machinery, chickens and turkeys, drugs and vaccines, medical equipment, furs, lobsters, pups, fish, tobacco, and a variety of other commodities. Shippers clamored for space. Aircraft loads were limited only by carrying capacity. At Vancouver, too, air cargo quarters were extended to warehouse capacity to handle the enormous quantities of incoming and outgoing shipments.

By agreements with the railroads, TCA was able to accommodate the majority of travelers whose rail journeys were interrupted by the flood. Of the 8,000 passengers carried during the peak period, 6,000 had been stranded by disrupted ground service."

Here was air cargo to the rescue—but stripped of its glamor, this form of transportation is a growing every day economic utility in the opinion of progressive shippers.



IF
YOU

Fly It...

why not reap the benefits of the international freight forwarding experience of INTRA-MAR?

In the accumulated experience of the Intra-Mar experts you will find the "know-how" of international freight forwarding. This "know-how" assures your Air Freight safe, economical, direct and fast routing to all parts of the world:

- | | |
|----------------|--|
| 1. SAFE: | Careful, correct handling of all documentation. |
| 2. ECONOMICAL: | Correct selection of the fastest or cheapest air routing, whichever is desired. |
| 3. FAST: | Immediate pick-up on request. Expert ground handling of freight to all airports. |

Through their own branch offices in the principal Latin American cities, Intra-mar is in a position to provide on-the-spot service, including C.O.D. and FREIGHT COLLECT deliveries to and from most countries in South America. Through their network of agents all over Europe and their correspondents in all other principal World Trade Centers, this expert service is available on a world wide basis.

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Canal 4858

AIR FREIGHT TERMINAL

13-15 Coenties Slip

New York 4, N. Y.



1. Picked up at LaGuardia Field, New York, this tiny Renault car—the first of 20 such French-manufactured automobiles—is met by United Air Lines' cargo handlers at the Chicago Municipal Airport.



2. The imported car is transferred easily from the hold of the cargo plane to the raised platform of a lift truck. This method speeds up unloading and saves much valuable time. Facility is important.

SO YOU WANT TO FLY YOUR AUTO!

3. The truck comes down to earth again, and this time the Renault moves onto a pair of conveyors and onto the good, solid ground of the busy municipal airport of the metropolis of the Midwest.

4. Wait a minute there, Miss Shirley Butts. Those Renault cars are not built like airplanes. You can't put your baggage in the engine compartment—not unless you want to gum up all the works.



A well-known executive of a scheduled air carrier that has pioneered in air cargo, briefly tells why the old airline psychology is as outdated as a rusty frock coat on opening night.



Walter Sternberg

Dependable Service Sells The Shipper and Consignee

YEARS ago some well-meaning airline executive who considered himself a progressive thinker on the transportation of merchandise by air stated:

"I love this cargo! When we cancel it doesn't argue and demand a lot of extra attention—it just sits around quietly until the weather clears up or until we can get it out and it patiently waits for us to get it to destination."

This psychology could be one of the most retarding factors in air freight. Dependability is essential in air freight! A passenger who makes 50 different trips will be making each one under different circumstances. On one trip he may have an important appointment within an hour of scheduled arrival.

On another he may be planning to stay overnight before taking up his business. Each time a passenger is delayed or cancelled he is inconvenienced to a varying degree.

The inconvenience related to sit-

By **WALTER STERNBERG**
General Sales and Traffic Manager
American Airlines

ting around waiting for a decision or an operation and, in the event of a cancellation, transferring to surface transportation, is always the same, but the effect beyond that basic inconvenience varies. This is not true in respect to the majority of our air freight.

When an air cargo salesman sells a merchant on the idea of reducing his inventory by two-thirds through the use of air freight, the effect on that merchant is always the same if we fail to deliver his merchandise on time.

This is the way it works and why our future in air freight is so bright. Take a given merchant who may be a haberdasher. He handles a thou-

sand different items in his store—consider one item, say sport coats. If he sells 10 coats a day and the supplier is 10 days away by surface transportation, he has to keep 100 coats as his minimum inventory. If he uses air freight and can bring them in for second morning delivery by air, even if he allows one extra day for safety, his inventory in three days' supply—10 times three—30 coats. His stock is fresher, less likely to be marked down and is reduced by two-thirds. Apply that to his complete store, sell him the principle of air freight on his inventory control, and you have reduced his inventory capital by two-thirds.

You reduce his warehousing cost and his stock handling cost. And you increase his turnover. All of which means a reduction in the cost of doing business and greater profits for the merchant as well as lower prices for the customer.

Now, if we fail to deliver, if we

(Concluded on Page 36)

By DALE GREGORY

Let's look in on east african

*A quiet job
is being done without
beat of drums
and blare of trumpets
of press agents*

IN the Tarzanish area of Uganda, Kenya, Tanganyika, and Zanzibar where abound a total population of some 14 million persons, of which less than 250,000 are non-native, a two-and-a-half-year old airline is doing outstanding work in welding the economies of the four governments.

That airline is East African Airways Corporation, familiarly known throughout that part of the Dark Continent as EAAC.

Actually, EAAC is not a pioneer airline in those parts. Its predecessor was Wilson Airways which had a record of successful operation for the decade up to the outbreak of the war in Europe in 1939. For some reason, however, the ruling powers decided that a commercial venture such as Wilson (it was a subsidized line) could not be altogether profitable; and, as a result, the formation of a jointly-owned airline under government auspices was recommended.

Although it is not specifically guaranteed that the four participating governments will underwrite the airline's losses, a section of the Order in Council states that "the revenues of the Corporation (including any grant made to it from the public funds of any of the East African territories) for any year shall be applied (a) in defraying the working and establishment expenses . . . ; (b) in paying the interest of any stock issued . . . ; and (c) in transferring sums required by the authority to be transferred to a sinking fund."

A six-year period of aridity ended in the Fall of 1945 when British Overseas Airways Corporation took over operation of East African's routes, flying four converted De Havilland *Dominies*. Routes were: Nairobi-Mombasa-Tanga-Zanzibar-Dar es Salaam; Nairobi-Moshi-Dar es Salaam; and Nairobi-Kisumu-Dar es Salaam.

Came the first of the new year and the airline was incorporated. EAAC took over operation from BOAC, and by the time the month of February rolled around the line added the Nairobi-Eldoret-Kitale route. There was to have been a fifth route—from Dar es Salaam to Mbeya—but a shortage of pilots bit into the plans. However, in spite of a cloud of criticism, this route was opened on April 3, 1946. By June there were a half-dozen pilots working for EAAC, and a few weeks later two more were imported from England.

As the year wore on and spilled over into 1947, things smoothed out. More routes were added, and consequently the cities of the four Territories began to feel EAAC's wholesome effect. By 1948, East African was operating an even dozen De Havillands, with a perfect no-fatality record for 1946 and 1947.

What about the area served by EAAC? Operating in the central portion of British East Africa, it serves a territory of 679,961 square miles. While industrial activity is virtually nil, there is a good deal of agriculture. Export crops in Kenya include sisal, coffee, and pyrethrum. In Uganda, coffee is the only export crop; and, in the two small islands of Zanzibar and Pemba, which form the Zanzibar Protectorate, coconuts and derivatives (copra and coconut oil) are produced, while the supply of cloves from this tiny area comprises 85 percent of the world's consumption. The mining operations of Kenya and Uganda yield gold and diamonds.

And what about the frequency of operations? According to latest official word, there are 17 round trips per week on the Dar es Salaam-Tanga route. Of these, five are direct, and a dozen are via Zanzibar. There are seven round-trip flights a week between Tanga and Mombasa; and of the 10-a-week Nairobi-Dar es Salaam round trippers, half are via Mombasa and half via Mishi. In addition, eight round trips a week are operated between Dar es Salaam and Lindi.

The so-called Ground-Nut Scheme is one for the books. With the United Kingdom badly in need of an increased supply of fats, a plan to plant peanuts on the major scale of 3.2 million acres was put into effect last year. Another object of the project was to provide employment for the inhabitants of Kenya, Tanganyika, and Northern Rhodesia. Results: Kongwa, in Tanganyika, suddenly sprouted as a new town—and now EAAC is serving it.

Air France connects with EAAC at Dar es Salaam and Nairobi; BOAC at Nairobi; South African Airways at Kisumu; Danish Air Lines and Clairways at Nairobi; Skyways, Ltd. at Dar es Salaam and Nairobi; and Central African Airways Corporation at Mbeya and Tabora.



Exactly 387 words on what a brand new organization down California-way expects to do to generate more traffic for . . .

Airborne Perishables

By J. PRESCOTT BLOUNT

Managing Director, Air Cargo Institute of California

VOLUMES OF RESEARCH and hundreds of planeloads of perishable foods flown to Eastern markets have attracted wide attention to this immense potential. Thus far, no way has been devised to convert the potential to regular day-in and day-out payloads. With such rapid progress made recently in the fields of prepackaging, refrigerated store displays, and lowered commodity rates, one might well ask what more has to be done now to start this vitally needed flow of traffic?

The newly organized Air Cargo Institute of California thinks it has the answer. Up to now every attempt has been on an individual company basis. Nowhere has there been real coordination and control of procurement and sale by one agency. The usual shipment moves from a California valley, consigned by the shipper, to a Chicago or New York auction. The package and its contents are usually the same as shipped by rail. Almost the only chance at profit is to hit a "bare" market.

The Institute plans a different approach. It will harvest and package small quantities for test purposes. It will have its own market specialist at the receiving end to follow through all the way to the consumer. Suggested improvements will be immediately wired back to

origin, until maturity, size and type of package, and refrigeration and handling techniques have been perfected. Then volume will be gradually increased during the shipping season, until commercial possibilities attract new shippers. The Institute will then promptly move to other commodities which appear to justify this "development" technique.

No one organization could afford to carry on such a program without lots of outside help. The Institute is assured of that help by the very nature of its board of directors. They represent growers, shippers and packagers of perishables, representatives of all major airlines and manufacturers of planes, and the assured participation of college, state and Federal agriculturists. The Institute is geared to do the first completely integrated and controlled harvesting, packaging, shipping, marketing and consumer educating job ever undertaken by carriers and users of air freight.

With this tree-to-dinner-table control, and the expert technical assistance of literally hundreds of co-operators, the Air Cargo Institute of California should find the formula for profitable use of air freight and make it available to packagers and shippers of airborne perishables everywhere.

At Presstime...

AIR FREIGHT FORWARDERS RECOGNIZED!

How the Civil Aeronautics Board issued the big news

THE Civil Aeronautics Board has announced its decision in the Air Freight Forwarder Case by entering an exemption order and adopting regulations under Section 1 (2) of the Civil Aeronautics Act authorizing approved air freight forwarders to engage temporarily, for a period not to exceed five years, as indirect air carriers in the transportation of property by air.

The Board said that it had authorized air freight forwarder operations for a limited period, during which essential experience can be developed as a means of acquiring experience upon which a permanent policy may be soundly determined. The Board pointed out "that the next few years will constitute a period of experiment in air forwarding."

The Board said that after carefully considering the type of authorization to be issued: "We have concluded that it will be most appropriate and in the public interest, in the present stage of the air freight forwarder industry, to confer authority pursuant to Section 1 (2) of the Act. Section 1(2) of the Act provides that the Board: "May by order relieve air carriers who are not directly engaged in the operation of aircraft in air transport from the provisions of this Act to the extent and for such periods as may be in the public interest."

Railway Express Agency

In the same order the Board also announced that it will continue the present exemption under Section 1(2) of the Act authorizing the Railway Express Agency, Inc. to engage in the transportation of express by air. The Board further directed that Railway Express negotiate with the air carriers (a) which now are parties to air express agreements, or (b) which during the following six months may enter into similar agreements with Railway Express for revised air express agreements.

The Board directed that Letters of Registration, as provided for in the exemption order and regulation be issued to each of the following (in box) upon filing of a statement setting forth the same information as is required under the regulations to be set forth in an application for Letter of Registration.

Letters Denied

The Board denied Letters of Registration to Mississippi Valley Transportation Company, controlled by the Illinois Central Railroad, and National Air Freight Forwarding Corporation controlled by a surface carrier, in turn controlled by several railroads. Letters of Registration were withheld from Monarch Air Service pending a showing that it has discontinued its air freight charter operations, and from Per-

sonal Air Freight Company, pending a showing that it has discontinued activities of its affiliate, Bridgeport Aeronautical Company.

The application of Universal Air Freight Corporation was dismissed because of inadequacy of the record with respect to relationship of Universal to affiliated companies, but without prejudice to the subsequent filing of an application by Universal for a Letter of Registration under Section 292.6 of the Economic Regulations.

Jones Dissents

Member Harold A. Jones dissented from the majority opinion, taking the position that the real objective of the entire proceeding, that of determining whether the operations of air transportation by air of the greatest

(Concluded on Page 38)

AWARDED LETTERS OF REGISTRATION

ABC Air Freight Company, Inc.
Acme Air Express, Inc.
Aero Corporation
Airborne Coordinators
Airborne Flower Traffic, Inc.
Air Brokers, Inc.
Air Cargo Forwarding Agency, Inc.
Air Con, Inc.
Air Dispatch, Inc.
Air Express International Agency, Inc.
Air Express International, Inc.
Air Freight Forwarders, Inc.
Air Freight Systems
Air Lanes Service, Inc.
Airlines Freight and Express Company
All-Air Freight Company, Inc.
Arcadia Air Cargo Co-Ordinators, Inc.
Bernacki, Peter A.
Bernard, J. E. & Company, Inc.
Cloud-Lane
Columbia Air Forwarding Company
Domestic Air Express
Emery Air Freight Corporation
Fast Air Service Transport, Inc.
Fast, Inc.
Fast Freight Shipping Terminals
Federal Air Freight Company of California, Inc.
Flying Cargo, Inc.
Gilbert Air Freight Corporation

International Forwarding Company of Illinois
International Veterans Air Lines, Inc.
Lifschultz Air Freight
Lone Star Package Company, Inc.
Merchants Air Express, Inc.
Mercury Air Freight Corporation
National Air Cargo Co-Ordinators, Inc.
National Air Freight Forwarders
National New York Packing and Shipping Company, Inc.
Paco Service, Inc.
Phalanx Air Freight, Inc.
Pioneer Air Freight
Rapid Air Service
Republic Carloading and Distributing Company, Inc.
Richmond Airfreight Terminal
Rukert Terminals Corporation
San Francisco Overseas Corporation
Seaport Shipping Company
Security Freight Forwarding Company, Inc.
Skyways Freight Forwarding Corporation
Stark Air Shipping, Inc.
Sun Transporters, Inc.
viAir Service, Inc.
Wells Fargo Carloading Company, Inc.
Westcoast Aircraft Sales and Service, Inc.
Western Air Freight Forwarders, Inc.
World Wide Airways Express, Inc.

AIR SHIPPING ★ ★ ★

[REG. U. S. PAT. OFF.]

International Cargo Rates (including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport basis, with the pickup and delivery charges wholly apart.

International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage
BUM—Beaumont, Tex.
BGR—Bangor, Me.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHI—Chicago
CLE—Cleveland
CRW—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
DET—Detroit
DUM—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
HFD—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HNL—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
KAN—Kansas City, Mo.
LRO—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWK—Newark
NLD—Nueva Laredo, Mex.
PAK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
QY—Sydney, N. S.
STL—St. Louis
SAT—San Antonio
SFO—San Francisco
SEA—Seattle
SHV—Shreveport, La.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AO—American Overseas
B—British International Airways
BO—British Overseas Airways Corp.
C—Colonial Airlines
CS—Chicago & Southern Air Lines
EA—Expreso Aereo Interamericano
K—KLM Royal Dutch Airlines
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and affiliates
PH—Philippine Air Lines
PI—Peruvian International Airways
S—Sabena
SA—Swissair
SI—Skyways International
SW—Seaboard & Western
SS—Scandinavian Airlines System
T—Trans-Canada Air Lines
TA—TACA Airways
TR—Transocean Air Lines
TW—Trans World Airline
U—United Air Lines
W—Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over \$7.71 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

P: Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.

SW: Special rates for shipments of 1,000-4,999 lbs. and 5,000-9,999 lbs.

TA: No valuation charge for shipments under \$5,000 valuation.

TACA: TACA has a special rate for shipments over 500 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

* This involves onward carriage by another airline.

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Aalborg, Denmark.....	LGA AO*	1.30	.93	.20	Su, T, Sa
	IDL SS	1.28	.89	.20	Su, M, Tu, W, F
	IDL K	1.23	.86	.15	
Aalborg, Denmark.....	LGA AO*	1.27	.90	.20	Su, T, Sa
	IDL SS	1.27	.89	.20	Su, M, Tu, W, F
Aberdeen, Scotland.....	LGA AO*	1.24	.96	.20	Dly
Abo, Finland.....	LGA AO*	1.46	1.01	.20	T, Th, Sa
Abuja, Br. Gold Coast.....	LGA P	1.89	1.43	.15	M, Th
	BOS P	1.86	1.40	.15	
	LGA BO	1.89	1.42	.20	Dly except W
	IDL AF	1.89	1.42	.20	
	BOS AF	1.60	1.40	.20	
Abuja, Ethiopia.....	LGA AO*	2.12	1.67	.20	Dly
	LGA BO	2.14	1.68	.20	
Aden, Aden.....	LGA AO*	2.11	1.65	.20	Dly
	LGA BO	2.11	1.65	.20	
Agadez, Fr. Corsica.....	LGA AO*	1.28	1.10	.20	Dly
	IDL AF	1.38	1.04	.20	Thrice Wkly
	BOS AF	1.31	1.01	.20	
Algiers, Algeria.....	LGA TW	1.85	1.32	.20	M
	LGA AO*	1.82	1.28	.20	Su, T, Th
	LGA C*	1.30	.93	.20	
	IDL AF	1.32	.95	.20	Dly
	BOS AF	1.29	.93	.20	Dly
Aligarh, India.....	DCA C*	1.30	.93	.20	
	IDL AF	1.32	.95	.20	Dly
Amsterdam, Netherlands.....	LGA AO	1.15	.83	.20	Su, T, Th
	LGA SI	1.25	.75	.25	Frequently
	IDL S	1.15	.84	.20	Su, T, Th
	LGA TR	.86	.71	.124	Frequently
	HFD TR	.86	.71	.124	Frequently
	LGA C*	1.13	.83	.30	
	DCA C*	1.13	.83	.30	
	LGA BO	1.15	.83	.20	Dly except W
	IDL SS	1.44	.90	.20	Su, M, Tu, W, F
	IDL AF	1.15	.83	.20	Dly
	BOS AF	1.12	.81	.20	Dly
	IDL K	1.15	.83	.15	Dly
Anchorage, Alaska.....	SEC P	.45	.18	.15	Dly
	SEC NW	.90	.224	.10	Dly
	MPS NW	1.03	.35	.10	Dly
Antalya, Turkey.....	LGA AO*	1.94	1.58	.20	Su, T, Th
	LGA C*	1.71	1.37	.30	
	DCA C*	1.71	1.37	.30	

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Antigua, B.W.I.....	LGA P	.46	.41	.15	Dly
	MIA P	.45	.33	.15	Dly
	MSY P	.96	.15	.15	Dly
	HOU P	1.15	.15	.15	Dly
	BRO P	1.10	.15	.15	Dly
	CRP P	1.13	.15	.15	Dly
	NLD P	1.12	.15	.15	Dly
	LAX P	1.35	.15	.15	Dly
Antilla, Cuba.....	MIA P	.20	.15	.15	Dly
Antofagasta, Chile.....	MIA P	1.19	.30	.15	Dly
	MSY P	1.88	1.01	.15	Dly
	HOU P	1.41	1.06	.15	Dly
	BRO P	1.36	1.02	.15	Dly
	CRP P	1.38	1.04	.15	Dly
	NLD P	1.26	.15	.15	Dly
	LAX P	1.61	1.15	.15	Dly
	DCA PI	1.31	.90	.20	Tu, Sa
	LGA PI	1.33	.97	.20	W, Sa
	LGA SI	1.28	.86	.20	Frequently
	MIA SI	1.19	.86	.20	Frequently
	LGA AO*	1.12	.86	.20	Dly
Antwerp, Belgium.....	LGA P	.72	.49	.15	Dly
Any Destination in Colombia other than those named herein.....	MIA P	1.18	.15	.15	Dly
	MSY P	1.18	.15	.15	Dly
	HOU P	1.28	.15	.15	Dly
	BRO P	1.20	.15	.15	Dly
	CRP P	1.23	.15	.15	Dly
	NLD P	1.22	.15	.15	Dly
	LAX P	1.49	.15	.15	Dly
Aracaju, Brazil.....	LGA P	1.64	.15	.15	Dly
	MIA P	1.26	.15	.15	Dly
	MSY P	1.53	.15	.15	Dly
	HOU P	1.66	.15	.15	Dly
	BRO P	1.60	.15	.15	Dly
	CRP P	1.63	.15	.15	Dly
	NLD P	1.63	.15	.15	Dly
	LAX P	1.90	.15	.15	Dly
Arequipa, Peru.....	MIA P	1.10	.83	.15	Dly
	MSY P	1.27	.95	.15	Dly
	HOU P	1.33	.95	.15	Dly
	BRO P	1.28	.95	.15	Dly
	CRP P	1.30	.98	.15	Dly
	NLD P	1.26	.15	.15	Dly

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Arequipa (cont'd)	LAX P	1.40	1.10	.15	Dly
Arica, Chile.....	MIA P	1.14	.85	.15	Dly
	MSY P	1.30	.98	.15	Dly
	HOU P	1.30	1.01	.15	Dly
	BRO P	1.31	.98	.15	Dly
	CRP P	1.34	1.00	.15	Dly
	NLD P	1.26	.15	.15	Dly
	LAX P	1.48	1.11	.15	Dly
	MIA SI	1.14	.85	.20	Frequently
	LGA SI	1.23	.94	.20	Frequently
Armenia, Colombia.....	MIA P	.65	.44	.15	Dly
	MSY P	1.04	.15	.15	Dly
	HOU P	1.15	.15	.15	Dly
	BRO P	1.07	.15	.15	Dly
	CRP P	1.10	.15	.15	Dly
	NLD P	1.09	.15	.15	Dly
	LAX P	1.34	.15	.15	Dly
	BUJ CS	.51	.39	.15	T, Th, Sa
	CHI CS	.53	.41	.15	T, Th, Sa
	YIP CS	.53	.41	.15	T, Th, Sa
	ELD CS	.52	.40	.15	T, Th, Sa
	EVV CS	.51	.39	.15	T, Th, Sa
	FWA CS	.53	.41	.15	T, Th, Sa
	GRW CS	.50	.38	.15	T, Th, Sa
	HOT CS	.52	.40	.15	T, Th, Sa
	HOU CS	.51	.39	.15	T, Th, Sa
	IND CS	.52	.40	.15	T, Th, Sa
	JAN CS	.50	.38	.15	T, Th, Sa
	LIT CS	.52	.40	.15	T, Th, Sa
	MEM CS	.50	.38	.15	T, Th, Sa
	MSY CS	.49	.37	.15	T, Th, Sa
	PUK CS	.51	.39	.15	T, Th, Sa
	PIA CS	.53	.41	.15	T, Th, Sa
	STL CS	.52	.40	.15	T, Th, Sa
	SHV CS	.52	.40	.15	T, Th, Sa
	HUF CS	.53	.41	.15	T, Th, Sa
	TOL CS	.53	.41	.15	T, Th, Sa
Aruba, N.W.I.....	MIA K	.41	.29	.15	Dly
	BUJ CS	.51	.39	.15	Dly
	CHI CS	.53	.41	.15	Dly
	YIP CS	.53	.41	.15	Dly
	ELD CS	.52	.40	.15	Dly
	EVV CS	.51	.39	.15	Dly
	FWA CS	.53	.41	.15	Dly
	GRW CS	.50	.38	.15	Dly
	HAV CS	.39	.28	.15	Dly
	HOT CS	.54	.42	.15	Dly
	HOU CS	.51	.39	.15	Dly
	IND CS	.52	.40	.15	Dly
	JAN CS	.50	.38	.15	Dly
	LIT CS	.52	.40	.15	Dly
	MEM CS	.50	.38	.15	Dly
	MSY CS	.50	.37	.15	Dly
	PUK CS	.51	.39	.15	Dly
	PIA CS	.53	.41	.15	Dly
	STL CS	.52	.40	.15	Dly
	SHV CS	.52	.40	.15	Dly
	HUF CS	.53	.41	.15	Dly
	TOL CS	.53	.41	.15	Dly
Asmara, Ethiopia.....	LGA AO*	1.98	1.72	.20	Dly
	LGA BO	1.98	1.55	.20	Dly except W
Asuncion, Paraguay.....	LGA P	1.77	.15	.15	Dly
	MIA P	1.35	.15	.15	Dly
	MSY P	1.75	.15	.15	Dly
	HOU P	1.94	.15	.15	Dly
	BRO P	1.86	.15	.15	Dly
	CRP P	1.89	.15	.15	Dly
	NLD P	1.89	.15	.15	Dly
	LAX P	2.19	.15	.15	Dly
Atenas, Greece.....	LGA AO*	1.84	1.48	.20	Dly
	IDL SA	1.57	1.11	.25	Su
	LGA SI	1.70	1.35	.25	Frequently
	LGA TR	1.20	.90	.15	Frequently
	IDL SW	1.25	1.03	.20	
	LGA C*	1.55	1.11	.20	
	DCA C*	1.85	1.11	.20	
	LGA BO	1.57	1.11	.20	F
	IDL AF	1.57	1.11	.20	Weekly
	BOS AF	1.54	1.09	.20	
	IDL K	1.57	1.11	.15	
	IDL SS	1.57	1.11	.20	Su, M, Tu, W, F
	LGA TW	1.57	1.11	.20	Dly
	DCA TW	1.50	1.14	.20	M, Sa
	CHI TW	1.63	1.18	.20	Th, Sa
	PHL TW	1.58	1.13	.20	Th, Sa
	BOS TW	1.54	1.09	.20	M, F
	YIP TW	1.61	1.16	.20	Th, Sa
Auckland, N. Z.....	LAX P	2.06	1.57	.15	M
	SFO P	2.06	1.57	.15	M
	LGA BO	3.73	2.80	.20	Su, T, F, Sa
Augusta, Italy.....	LGA AO*	1.37	1.11	.20	Dly
	LGA BO	1.37	.97	.20	Dly except W
Baghdad, Iraq.....	LGA AO*	1.76	1.50	.20	Dly
	LGA SI	2.35	1.00	.25	Frequently
	LGA C*	1.74	1.30	.30	
	DCA C*	1.74	1.30	.30	

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value	
Daghad (cont'd)	LGA BO	1.76	1.32	20		Dly except W	Bauru (cont'd)	NLD P	1.73	1.15	15		Dly	Buenaventura (cont'd)	HOU P	1.28	1.15	15		Dly	Buenaventura (cont'd)	HOU P	1.28	1.15	15		Dly
"	IDL AF	1.76	1.30	20		Weekly	"	LAX P	1.05	1.15	15		Dly	"	BRO P	1.20	1.15	15		Dly	"	BRO P	1.20	1.15	15		Dly
"	BOS AF	1.73	1.29	20		"	Bayamo, Cuba	MIA P	1.17	1.15	15		Dly	"	CRP P	1.23	1.15	15		Dly	"	CRP P	1.23	1.15	15		Dly
"	IDL K	1.76	1.32	15		"	Beirut, Lebanon	LGA SI	1.68	1.42	20		Dly	"	NLD P	1.26	1.15	15		Dly	"	NLD P	1.26	1.15	15		Dly
"	IDL SS	1.76	1.32	20		Su, M, Tu, W, F	"	IDL AF	1.62	1.12	20		Frequently	"	LAX P	1.62	1.15	15		Dly	"	LAX P	1.62	1.15	15		Dly
Bahia, Brazil (See Sao Paulo)	LGA AO*	1.91	1.65	20		Dly	"	BOS AF	1.59	1.10	20		"	Buenos Aires, Argentina	LGA P	1.64	1.15	15		Dly	"	LGA P	1.64	1.15	15		Dly
Bahrain, Arabia	LGA SI	2.40	1.65	25		Frequently	"	IDL AF	1.62	1.12	20		"	"	MIA P	1.66	1.15	15		Dly	"	MIA P	1.66	1.15	15		Dly
"	LGA C*	2.00	1.60	30		"	Belém, Brazil	LGA P	1.94	1.15	15		Dly	"	MSY P	1.64	1.16	15		Dly	"	MSY P	1.64	1.16	15		Dly
"	DCA C*	2.00	1.60	30		"	"	MIA P	1.89	1.15	15		Dly	"	HOU P	1.63	1.19	15		Dly	"	HOU P	1.63	1.19	15		Dly
"	LGA BO	1.91	1.43	20		Dly	"	MSY P	1.28	1.15	15		Dly	"	BRO P	1.64	1.16	15		Dly	"	BRO P	1.64	1.16	15		Dly
Bahia, Canal Zone	MIA P	1.39	1.10	15		Dly	"	HOU P	1.38	1.15	15		Dly	"	CRP P	1.66	1.17	15		Dly	"	CRP P	1.66	1.17	15		Dly
"	MSY P	1.47	1.15	15		Dly	"	BRO P	1.30	1.15	15		Dly	"	NLD P	1.68	1.15	15		Dly	"	NLD P	1.68	1.15	15		Dly
"	HOU P	1.50	1.15	15		Dly except W	"	CRP P	1.33	1.15	15		Dly	"	LAX P	1.79	1.34	15		Dly	"	LAX P	1.79	1.34	15		Dly
"	BRO P	1.50	1.15	15		Dly	"	NLD P	1.35	1.15	15		Dly	"	LGA SI	1.84	1.30	20		Dly	"	LGA SI	1.84	1.30	20		Dly
"	NLD P	1.66	1.15	15		Dly	"	LAX P	1.56	1.15	15		Dly	"	MIA SI	1.45	1.30	20		Dly	"	MIA SI	1.45	1.30	20		Dly
"	CRP P	1.50	1.15	15		Dly	Belfast, N. Ireland	LGA SI	1.88	1.60	20		Frequently	Bulawayo, S. Rhodesia	IDL S	2.88	2.00			Dly	"	IDL S	2.88	2.00			Dly
"	LAX P	1.63	1.15	15		Dly	Belgrade, Yugoslavia	LGA AO*	1.16	1.80	20		Dly	"	MIA P	1.15	1.15	15		Dly	"	MIA P	1.15	1.15	15		Dly
"	MIA SI	1.38	1.10	15		Frequently	"	LGA AO*	1.54	1.20	20		Su, T, Th	"	LGA AO*	1.63	1.36	20		Dly	"	LGA AO*	1.63	1.36	20		Dly
"	LGA SI	1.47	1.10	15		Frequently	"	IDL AF	1.54	1.10	20		"	"	IDL S	1.62	1.12	15		Dly	"	IDL S	1.62	1.12	15		Dly
"	HOU P	1.50	1.10	15		M, W, F	Belize, Br. Hond.	BOS AF	1.51	1.13	20		"	"	LGA TR	1.42	1.30	15		Dly	"	LGA TR	1.42	1.30	15		Dly
"	CHI B	1.51	1.10	15		M, W, F	"	MSY TA	1.30	1.10	15		M, W, F	"	HFD TR	1.42	1.30	15		Dly	"	HFD TR	1.42	1.30	15		Dly
"	CRP B	1.50	1.10	15		M, W, F	"	MEX TA	1.30	1.10	15		T, Th, Sa	"	IDL SW	1.46	1.16	20		Dly	"	IDL SW	1.46	1.16	20		Dly
"	DAL B	1.51	1.10	15		M, W, F	Belo Horizonte, Brazil	LGA P	1.64	1.15	15		Dly	"	LGA C*	1.60	1.10	30		Dly	"	LGA C*	1.60	1.10	30		Dly
"	YIP B	1.51	1.10	15		M, W, F	"	MIA P	1.44	1.15	15		Dly	"	DCA C*	1.60	1.10	30		Dly	"	DCA C*	1.60	1.10	30		Dly
"	MSY B	1.47	1.15	15		M, W, F	"	MSY P	1.56	1.15	15		Dly	"	LGA BO	1.62	1.12	20		Dly	"	LGA BO	1.62	1.12	20		Dly
Bangkok, Siam	LGA C*	2.44	1.83	30		"	"	HOU P	1.77	1.15	15		Dly	"	IDL AF	1.62	1.12	20		Dly	"	IDL AF	1.62	1.12	20		Dly
"	DCA C*	2.44	1.83	30		"	"	BRO P	1.69	1.15	15		Dly	"	BOS AF	1.59	1.10	20		Dly	"	BOS AF	1.59	1.10	20		Dly
"	LGA P	2.46	1.30	15		W, Sa	"	CRP P	1.72	1.15	15		Dly	"	IDL K	1.62	1.12	15		Dly	"	IDL K	1.62	1.12	15		Dly
"	LAX P	2.46	1.30	15		M, T, W, F, Sa	"	NLD P	1.72	1.15	15		Dly	"	LGA TW	1.62	1.12	20		Dly	"	LGA TW	1.62	1.12	20		Dly
"	BOS P	2.43	1.18	15		"	Bergen, Norway	LAX P	1.99	1.15	15		Dly	"	DCA TW	1.64	1.15	20		Dly	"	DCA TW	1.64	1.15	20		Dly
"	SFD P	2.46	1.15	15		M, T, W, F, Sa	"	LGA AO*	1.20	1.95	20		M, Th, Sa	"	BOS TW	1.60	1.10	30		Dly	"	BOS TW	1.60	1.10	30		Dly
"	LGA AO*	2.58	2.26	20		Su, T, Th	"	IDL SS	1.28	1.88	20		T, Th, Sa	"	PHL TW	1.63	1.14	20		Dly	"	PHL TW	1.63	1.14	20		Dly
"	IDL AF	2.46	2.20	20		"	Berlin, Germany	LGA AO	1.29	1.92	20		W, F, Sa	"	CHI TW	1.63	1.19	20		Dly	"	CHI TW	1.63	1.19	20		Dly
"	BOS AF	2.43	2.18	20		"	"	LGA TR	1.00	1.85	12		Frequently	"	YIP TW	1.66	1.17	20		Dly	"	YIP TW	1.66	1.17	20		Dly
"	LGA SI	2.00	2.22	25		Frequently	"	HFD TR	1.00	1.85	12		Frequently	"	LGA SA	1.62	1.12	15		Dly	"	LGA SA	1.62	1.12	15		Dly
"	LGA TR	2.34	2.00	25		Frequently	"	LGA C*	1.27	1.90	30		"	"	LGA P	2.31	1.98	15		Dly	"	LGA P	2.31	1.98	15		Dly
"	HFD TR	2.34	2.00	25		Frequently	"	DCA C*	1.27	1.90	30		"	"	BOS P	2.28	1.95	15		Dly	"	BOS P	2.28	1.95	15		Dly
"	LGA BO	2.46	2.20	20		Dly except W	"	LGA BO	1.29	1.92	20		Su, T, Th, F, Sa	"	SFO P	3.27	2.36	15		Dly	"	SFO P	3.27	2.36	15		Dly
"	IDL K	2.46	2.20	15		"	"	IDL AF	1.29	1.92	20		"	"	LGA AO*	2.42	2.10	20		Dly	"	LGA AO*	2.42	2.10	20		Dly
"	LAX W*	2.50	1.80	20		"	"	BOS AF	1.26	1.90	20		"	"	LAX P	3.27	2.36	15		Dly	"	LAX P	3.27	2.36	15		Dly
"	PDX W*	2.50	1.80	20		"	"	LGA BO	2.25	1.10	10		Su, M, T, Sa	"	IDL K	2.31	1.94	15		Dly	"	IDL K	2.31	1.94	15		Dly
"	SEC W*	2.50	1.80	20		"	Bermuda	MSY TA	1.66	1.42	15		M, W, F	"	LGA BO	2.31	1.98	20		Dly	"	LGA BO	2.31	1.98	20		Dly
Bangui, Belg. Congo	IDL AF	2.05	1.44	20		Weekly	Blawaskarna, Nic.	MEX TA	1.62	1.42	15		T, Th, Sa	"	DCA C*	2.29	1.71	30		Dly	"	DCA C*	2.29	1.71	30		Dly
"	BOS AF	2.05	1.44	20		"	Bluefields, Nicaragua	MIA P	1.62	1.42	15		Dly	"	IDL AF	2.31	1.98	20		Dly	"	IDL AF	2.31	1.98	20		Dly
Barcelona, Cuba	MIA P	1.58	1.24	20		Dly	Bogota, Colombia	MSY P	1.08	1.15	15		Dly	"	BOS AF	2.28	1.95	15		Dly	"	BOS AF	2.28	1.95	15		Dly
Barcelona, Spain	LGA AO*	1.58	1.24	20		Su, T, Th	"	MIA P	1.08	1.15	15		Dly	"	LGA SI	2.45	1.95	25		Dly	"	LGA SI	2.45	1.95	25		Dly
"	IDL AF	1.30	1.05	20		Twice Wkly	"	HOU P	1.19	1.15	15		Dly	"	LGA TR	2.20	1.78	25		Dly	"	LGA TR	2.20	1.78	25		Dly
"	BOS AF	1.27	1.05	20		Twice Wkly</																					

INTERNATIONAL CARGO TABLES—Continued

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INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	
		Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Value				Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Value				Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Value		
Geneva (cont'd)	LGA TW	1.19	58	30	Dly		Havana (cont'd)	MEMCS	17	15	15	Dly		Jidda, Saudi Arabia	LGA BO	1.85	1.30	30			
	DCA TW	1.21	91	30	M, Sa			PUK CS	18	16	15	Dly			LGA P	1.47		15	Th		
	BOB TW	1.10	80	30	M, F			PIA CS	20	18	15	Dly			MIA P	1.25		15	Sa		
	PHL TW	1.20	90	30	W, Sa			SHV CS	19	17	15	Dly			MSY P	1.49		15	Th		
	YIP TW	1.23	93	30	Th, Sa			HUF CS	20	18	15	Dly			HOU P	1.63		15	Th		
Georgetown, Br. Guiana	CHI TW	1.25	95	30	Th, Sa			TOL CS	20	18	15	Dly			BRO P	1.56		15	Th		
	LGA P	1.60	60	15	Dly			MKC CS	21		15	Dly			CRP P	1.56		15	Th		
	MIA P	1.60	60	15	Dly			SGF CS	20		15	Dly			NLD P	1.56		15	Th		
	MSY P	1.08	71	15	Dly			MIA K	08	06	15	T, F			LAX P	1.83		15	W		
	HOU P	1.17	76	15	Dly			MIA EA	08	06	15	Dly		Johannesburg, U. of So. Africa	IDL K	2.50	1.88	15	M, Th		
	BRO P	1.09	73	15	Dly			LGA EA	144	144	15	Dly			LGA P	2.50	1.88	20	M, Th		
	NLD P	1.24						MIA N	05	06	10	Dly			BOB P	2.47	1.86	20	M, Th		
	CRP P	1.13	74	15	Dly			TPA N	09	07	10	Dly			LGA BO	2.50	1.88	20	Sa, T, F		
	LAX P	1.46						DCA N	15	16	10	Dly			LGA AO*	2.55	2.40	20	Dly		
	MIA SI	05	46	10	Frequently			EWK N	10	17	10	Dly			LGA SI	2.68	2.00	25	Frequently		
	LGA SI	74	65	10	Frequently			BRO B	21	19	10	M, W, F			IDL SA	2.50	1.88		Sa, T, Th		
Gibraltar, Gibraltar	LGA AO*	1.48	1.18	30	Dly			CHI B	20	24	10	M, W, F			IDL S	3.50	1.88		Sa, T, Th		
Glasgow, Scotland	LGA AO	1.10	70	25	M, Th, Sa			CRP B	20	18	10	M, W, F			LGA C*	2.48	1.86	30			
	LGA SI	1.10	70	25	Frequently			DAL B	20	18	10	M, W, F			DCA C*	2.48	1.86	30			
	HFD TR	78	68		Frequently			FTW B	21	19	10	M, W, F		Juba, Anglo-Egyptian Sudan	LGA AO*	3.25	1.93	30	Sa, T, Th		
	LGA C*	96	96	30	Frequently			HOU B	18	16	10	M, W, F			SEC P	30	13	15	Twice Dly		
	DCA C*	96	72	30	M, Th, Sa			LRD B	22	20	10	M, W, F			LGA AO*	2.05	1.79	20	Dly		
	LGA BO	96	72	30	Dly			SAT B	20	18	10	M, W, F			LGA BO	2.10	1.58	20			
	IDL SS	96	72	30	Dly			LGA AO	1.42	97	20	T, Th, Sa			IDL AF	1.81	1.55	20	Dly		
	IDL AF	1.31	95	20	Su, M, T, Th			IDL SS	1.41	97	20	Dly			LGA BO	1.81	1.36	20	Sa, T, Th		
	BOB AF	1.28	96	20	Sa, T, Sa			LAX P	24		15	Dly			IDL AP	1.81	1.36	20	Thrice W		
	IDL K	96	72	15	Sa, M, T, Th			MIA P	15	11	15	Dly			BOB AF	1.78	1.34	20	Thrice W		
Gothenburg, Sweden	LGA AO*	1.28	91	20	Dly			SEC P	60	23	15	Dly			IDL K	1.81	1.36	20	M, F		
	LGA BO	1.22	88	20	Sa, M, T, W, F			MIA P	64	43	15	Dly			IDL SA	1.81	1.36	20	Su		
	IDL SS	1.28	89	20	M, W, F			MSY P	1.13		15	Dly		Karachi, Pakistan	LGA P	2.13	1.00	15	T		
	IDL K	1.23	88	20	Sa, T, Th			HOU P	1.25		15	Dly			BOB P	2.10	1.58	15			
Groningen, Netherlands	LGA AO*	1.19	87	20	Dly			BRO P	1.17		15	Dly			LAX P	3.33	2.71	15			
Guadalajara, Mexico	HOU P	1.45			Dly			CRP P	1.20		15	Dly			SFO P	3.33	2.71	15			
	BRO P	1.45			Dly			NLD P	1.20		15	Dly			LGA AO*	2.23	1.91	20	Sa, T, Th		
	CRP P	1.45			Dly			LAX P	1.46		15	Dly			LGA SI	2.25	1.65	25	Frequently		
	LAX P	2.00	1.46	15	Dly			BOB P	2.50	2.29	15	Sa, M, W, Sa			LGA TR	2.04	1.60	20	Frequently		
Guam	SFO P	2.00	1.46	15	Dly			LAX P	2.50	1.80	15	Sa, M, W, Sa			HFD TR	2.04	1.60	20	Frequently		
Guantanamo, Cuba	MIA P	20	15	15	Twice Dly			SFO P	2.50	1.80	15	Dly			IDL K	2.13	1.60	15	Dly		
Guatemala City, Gua	MSY P	36	28	15	Dly			LGA AO*	2.58	2.32	25	Frequently			LGA C*	2.11	1.68	30			
	HOU P	45	33	15	Dly			LGA SI	2.72	2.32	25	Dly			DCA C*	2.11	1.68	30			
	BRO P	37	28	15	Twice Dly			SFO PH	2.30	1.80	20	W, Sa			IDL BO	2.13	1.60	20	Dly except		
	CRP P	41	30	15	Twice Dly			HJR PH	2.00	1.35	20	W, Sa			IDL AF	2.13	1.60	20			
	NLD P	41	30	15	Twice Dly			LGA BO	2.59	2.32	20			BOB AF	2.10	1.58	20				
	LAX P	63	42	15	Dly			IDL AF	2.59	2.32	20			HJR PH	2.89	2.09	20				
	MSY TA	39	39		M, W, F			BOB AF	2.58	2.29	20			SFO PH	3.60	2.63					
	MEX TA	23	17		T, Th, Sa			CHI NW*	2.68	1.92	20	Four Wkly			LAX W*	3.60	2.63				
Guayaquil, Ecuador	MIA P	76	57	15	Dly			CLE NW*	2.69	1.96	20	Four Wkly			PDX W*	3.60	2.63				
	MSY P	94	65	15	Dly			YIP NW*	2.68	1.96	20	Four Wkly			SEC W*	3.60	2.63				
	HOU P	87	67	15	Dly			LAX NW*	2.50	1.80	20	Four Wkly			IDL SS	1.25	86		T, Th, Sa		
	BRO P	87	67	15	Dly			MPB NW*	2.64	1.91	20	Four Wkly			SEC P	2.25	86		Twice Dly		
	CRP P	87	67	15	Dly			LGA NW*	2.73	1.97	20	Four Wkly			LGA BO	1.90	1.44	20	Sa, T, Th		
	NLD P	1.10						LGA NW*	2.70	1.97	20	Four Wkly			IDL AF	1.90	1.44	20	Thrice W		
	LAX P	1.20	91	15	Dly			PIT NW*	2.70	1.97	20	Four Wkly			BOB AF	1.87	1.42				
	BRO B	88	68	20	M, W, F			PDX NW*	2.50	1.80	20	Four Wkly			IDL S	3.37	1.57		Sa, T, Th		
	CHI B	90	70	20				SFO NW*	2.50	1.80	20	Four Wkly			MIA SI	20	15	15	Dly		
	CRP B	87	67	20				SEC NW*	2.50	1.80	20	Four Wkly			LGA SI	28	23	10	Frequently		
	DAL B	88	68	20				DCA NW*	2.71	1.97	20	Four Wkly			MIA K	20	15	15	Frequently		
	YIP B	88	68	20				LAX W*	2.50	1.80	20	Four Wkly			BUJ CS	30	25	15	T, Th, Sa		
	FTW B	88	68	20				PDX W*	2.50	1.80	20	Four Wkly			CHI CS	32	27	15	T, Th, Sa		
	HOU B	87	67	20				SEC W*	2.50	1.80	20	Four Wkly			YIP CS	32	27	15	T, Th, Sa		
	IND B	87	67	20				LAX P	71	57	15	Dly			ELD CS	31	26	15	T, Th, Sa		
	LRD B	88	68	20				SFO P	71	57	15	Dly			EVV CS	30	25	15	T, Th, Sa		
	MSY B	89	69	20				LAX U	71	57	10	Dly			FWA CS	32	27	15	T, Th, Sa		
	SAT B	87	67	20				SFO U	71	57	10	Dly			GRW CS	29	24	15	T, Th, Sa		
	HAV B	71	53	10	Frequently			LGA P	1.75		15	Sa, T			HOT CS	33	28	15	T, Th, Sa		
	MIA SI	78	55	10	Frequently			MIA P	1.61		15	Sa, F			HOU CS	30	25	15	T, Th, Sa		
	LGA SI	84	64	10	Frequently			MSY P	1.69		15	Sa, F			IND CS	31	26	15	T, Th, Sa		
Guernsey, Channel Is., U. K.	LGA AO*	1.12	83	20	Dly																

INTERNATIONAL CARGO TABLES—Continued

Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart
			Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Value				Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Value				Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Value	
La Guaira (cont'd)	BRO P	90	10	15	Dly		Loja (cont'd)	BRO P	98	71	15	M		Manila (cont'd)	MPS NW	2.64	1.91	20	Thrice Wkly		
	NLD P	1.11	15	15	Dly			CRP P	98	71	15	M			LGA NW	2.73	1.97	20	Thrice Wkly		
	CRP P	1.30	63	15	Dly			LAX P	1.15	15	15	Sa			PIT NW	2.73	1.97	20	Thrice Wkly		
	LAX P	1.30	63	15	Dly			LAX P	1.20	65	15	Sa			PDX NW	2.50	1.80	20	Thrice Wkly		
	IDL K	47	34	15	Dly		London, England	LGA P	1.03	77	15	Dly			SFO NW	2.50	1.80	20	Thrice Wkly		
	LGA SI	56	43	10	Frequently			BOB P	1.00	78	15	Dly			SEC NW	2.50	1.80	20	Thrice Wkly		
	MIA SI	47	34	10	Frequently			LGA AO	1.03	77	15	Dly			DCA NW	2.71	1.97	20	Thrice Wkly		
	LGA C*	64	52	30				LGA SI	1.10	78	25	Frequently			LAX W*	2.50	1.80	20			
	DCA C*	64	52	30				IDL S	1.12	82	30	Su, T, Th			PDX W*	2.50	1.80	20			
	BUJ CS	57	44	15	T, Th, Sa			LGA TR	70	60	10	Frequently			SEC W*	2.50	1.80	20			
	CHI CS	59	46	15	T, Th, Sa			HFD TR	70	60	10	Frequently			MIA P	55	44	15	Dly		
	YIP CS	59	46	15	T, Th, Sa			IDL SW	87	70	20				MSY P	1.04	15	15	Dly		
	ELD CS	58	45	15	T, Th, Sa			LGA C*	1.03	77	30				HOU P	1.18	15	15	Dly		
	EVV CS	57	44	15	T, Th, Sa			DCA C*	1.03	77	30				BRO P	1.07	15	15	Dly		
	FWA CS	59	46	15	T, Th, Sa			LGA BO	1.03	77	30	Dly except W			CRP P	1.10	15	15	Dly		
	GRW CS	58	45	15	T, Th, Sa			IDL NS	1.03	77	30	Dly			NLD P	1.09	15	15	Dly		
	HOT CS	60	47	15	T, Th, Sa			IDL AF	1.00	82	20	Dly			LAX P	1.34	15	15	Dly		
	HOU CS	57	44	15	T, Th, Sa			BOB AF	1.00	80	20	Dly			MIA P	80	60	15	M, Th, Sa		
	IND CS	58	45	15	T, Th, Sa			IDL K	1.15	83	15	Dly			MSY P	88	68	15	Su, W, F		
	JAN CS	56	43	15	T, Th, Sa			UL T	97	73	30				HOU P	91	70	15	M, F		
	LIT CS	58	45	15	T, Th, Sa			QY T	82	62	30				BRO P	91	70	15	Su, W, F		
	MEM CS	56	43	15	T, Th, Sa		London, Ont., Canada	LGA T	20	20	20	Dly			CRP P	91	70	15	M, F		
	MSY CS	56	43	15	T, Th, Sa		Luxembourg	IDL S	1.16	86	30	Su, T, Th, Dly			NLD P	1.12	15	15			
	PUK CS	57	44	15	T, Th, Sa			LGA AO*	1.24	91	30			LAX P	1.34	94	15	Tu, Th, Sa			
	PIA CS	59	46	15	T, Th, Sa			LGA C*	1.14	84	30			MIA P	15	11	15	Dly			
	STL CS	58	45	15	T, Th, Sa			DCA C*	1.14	84	30			LGA P	44	32	15	Dly			
	SHV CS	58	45	15	T, Th, Sa		Luxor, Egypt	LGA AO*	1.71	145	20	Dly			LGA P	75	62	15	Dly		
	HOF CS	59	46	15	T, Th, Sa			LGA BO	1.71	145	20	Dly			MSY P	81	66	15	Dly		
	TOL CS	59	46	15	T, Th, Sa		Lydda, Palestine	LGA AO*	2.14	182	20	Su, T, Th			HOU P	90	62	15	Dly		
	MKC CS	59	46	15	Dly			LGA TR	1.08	127	15	Frequently			BRO P	83	67	15	Dly		
	SGF CS	59	46	15	Dly			HFD TR	1.08	127	15	Frequently			CRP P	85	69	15	Dly		
Laoshow, China	CHI NW*	2.96	2.22	20	Four Wkly			IDL K	1.02	112	15	W, Sa			NLD P	1.03	15	15	Dly		
	CLE NW*	2.96	2.22	20	Four Wkly			IDL SS	1.02	112	15	Su, M, Tu, W, F			LAX P	1.37	15	15	Dly		
	YIP NW*	2.96	2.22	20	Four Wkly		Lyon, France	IDL AF	1.10	87	20	Dly			MIA K	44	32	15	Dly		
	LAX NW*	2.96	2.22	20	Four Wkly			BOB AF	1.13	85	20	Dly			MIA SI	47	34	10	Frequently		
	MKE NW*	2.96	2.22	20	Four Wkly			LGA C*	1.20	93	30	Dly			LGA SI	58	45	10	Frequently		
	MPS NW*	2.94	2.21	20	Four Wkly		Maastricht, Netherlands	DCA C*	1.20	93	30	Dly			LGA C*	73	60	30	Frequently		
	LGA NW*	2.96	2.22	20	Four Wkly		Maceio, Brazil	LGA AO*	1.19	87	20	Su, T, Th			DCA C*	73	60	30	Frequently		
	PIT NW*	2.96	2.22	20	Four Wkly			LGA P	1.63	15	15	Dly			LGA AO*	1.24	94	20	Su, M, T, Th, Sa		
	PDX NW*	2.96	2.22	20	Four Wkly			MIA P	1.26	15	15	Dly			LGA AO*	1.21	87	20	Dly		
	SFO NW*	2.96	2.22	20	Four Wkly			MSY P	1.51	15	15	Dly			LGA C*	1.21	87	20	Dly		
	SEC NW*	2.96	2.22	20	Four Wkly			HOU P	1.64	15	15	Dly			DCA C*	1.21	87	20	Dly		
	DCA NW*	3.01	2.37	20	Four Wkly			BRO P	1.58	15	15	Dly			LGA BO	1.23	89	20	Su, T, Th, F		
La Paz, Bolivia	MIA P	1.15	85	15	M, T, W, F, Sa			CRP P	1.59	15	15	Dly			IDL SS	1.23	100	20	Su, M, Tu, W, F		
	MSY P	1.31	98	15	M, T, Th, F, Sa			NLD P	1.59	15	15	Dly			IDL AF	1.23	89	20	Sa		
	HOU P	1.34	102	15	Dly		Madrid, Spain	LAX P	1.59	15	15	Dly			BOB AF	1.23	89	20	Sa		
	BRO P	1.32	99	15	M, T, Th, F, Sa			LGA AO*	1.59	127	20	Su, T, Th			LGA P	83	62	15	Dly		
	CRP P	1.35	101	15	Dly			LGA SI	1.32	99	25	Frequently			MIA P	86	40	15	Dly		
	NLD P	1.30	101	15	Su, M, W, Th, F			LGA TR	1.20	95	10	Frequently			MSY P	97	85	15	Dly		
	LAX P	1.40	113	15	Frequently			HFD TR	1.20	95	10	Frequently			HOU P	1.07	71	15	Dly		
	LGA SI	1.23	93	20	Frequently			LGA C*	1.11	81	30	Dly except W			BRO P	98	86	15	Dly		
	MIA SI	1.14	84	20	Frequently			DCA C*	1.11	81	30	Dly except W			CRP P	1.02	66	15	Dly		
	LGA AO*	1.19	87	20	Su, T, Th			LGA BO	1.13	83	20	Dly except W			NLD P	1.17	15	15	Dly		
Leeuwarden, Netherlands	LGA P	2.25	1.69	15	M, Th			IDL AF	1.13	83	20	Dly except W			LAX P	1.38	20	20	Dly		
Leopoldville, Belgian Congo	BOB P	2.22	1.67	15	M, Th			BOB AF	1.10	81	20	Dly except Th			IDL AF	3.78	2.84	20	Weekly		
	LGA AO*	1.74	1.42	20	Su, T, Th			LGA TW	1.13	83	20	Dly except Th			BOB AF	3.78	2.84	20	Weekly		
	IDL S	2.25	1.69	15	Su, T, Th			BOB TW	1.10	81	20	Dly except Th			MIA P	17	13	15	Dly		
	IDL AF	2.25	1.69	20	Thrice Wkly			YIP TW	1.19	90	20	Th, Sa			HOU P	65	45	15	Dly		
	BOB AF	2.22	1.67	20	Thrice Wkly			CHI TW	1.17	88	20	Th, Sa			CRP P	47	34	15	Dly		
Lerwick, Scotland	LGA AO*	1.32	1.04	20	Dly		Magangué, Colombia	IDL K	1.24	110	15	Sa, T, F			BRO P	50	35	15	Dly		
Lethbridge, Alb., Can.	LGA T	84	15	15	Dly			MSY P	1.03	15	15	Sa, M, F			LAX P	45	34	15	Dly		
	CTB W	84	15	15	Dly			HOU P	1.20	15	15	Sa, M, F			MIA P	45	34	15	Dly		
Libreville, Fr. Eq. Af.	IDL AF	2.15	1.61	20	Su, T, Th			BRO P	1.12	15	15	Sa, M, F			MSY P	67	52	15	Dly		
Liege, Belgium	BOB AF	2.12	1.59	20	M, Th			CRP P	1.15	15	15	Sa, M, F			HOU P	70	54	15	Dly		
Lillehammer, Norway	IDL S	1.14	85	20	Su, T, Th			NLD P	1.14	15	15	Sa, M, F			BRO P	70	54	15	Dly		
Lima, Peru	LGA AO*	1.23	98	20	M, Th		Malmo, Sweden	LAX P	1.39	15	15	Su, Th, Sa			CRP P	70	54	15	Dly		
	MIA P	99	74	15	Dly			IDL AF	1.23	86	20	Dly			NLD P	1.09	15	15	Dly		
	MSY P																				

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value					Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value		
Minatitan (cont'd)	BRO P	36	15		Dly		Okinawa (cont'd)	LGA NW	2.73	1.97	20	Thrice Wkly	Philippines, Any Destination Other Than Manila	HJR PH	1.89	1.36	20	W, Sa		
	CRP P	39	15		Dly			PIT NW	2.70	1.97	20	Thrice Wkly		SFO PH	2.60	1.90	20	W, Sa		
	LAX P	79	15		Dly			PDX NW	2.50	1.80	20	Thrice Wkly		LAX W*	2.60	1.90	20			
Montego Bay, Jamaica	MIA P	30	15		Dly			SFO NW	2.50	1.80	20	Thrice Wkly		PDX W*	2.60	1.90	20			
Monteria, Colombia	MIA P	53	15		Dly			SEC NW	2.50	1.80	20	Thrice Wkly		SEC W*	2.60	1.90	20			
	MSY P	1.08	15		Dly			DCA NW	2.71	1.97	20	Thrice Wkly		IDL SW	1.06	1.15				
	HOU P	1.21	15		Dly			LAX P	2.40	1.78	15			IDL AF	2.34	1.76	20	Weekly		
	BRO P	1.13	15		Dly		Oran, Algeria	SFO P	2.40	1.78	15	Su, T, Th	Pointe Noire, Fr. Eq. Af.	BOS AF	2.31	1.73	20			
	CRP P	1.16	15		Dly			LGA AO*	1.74	1.39	20	Six Weekly		MIA P	1.68	1.15		Dly		
	NLD P	1.16	15		Dly			IDL AF	1.38	1.04	20			MSY P	1.03	1.15		Dly		
Monterrey, Mexico	LAX P	1.40	15		Dly			BOS AF	1.35	1.01	20		Popayan, Colombia	HOU P	1.14	1.15		Dly		
	DAL A	15	15		Dly			MIA P	1.18	1.01	15	Dly except Sa		BRO P	1.08	1.15		Dly		
	ELP A	18	15		Dly			MSY P	1.34	1.01	15	Dly		CRP P	1.09	1.15		Dly		
	LAX A	31	15		Dly			HOU P	1.39	1.04	15	Dly		NLD P	1.08	1.15		Dly		
	SAT A	99	15		Dly			BRO P	1.35	1.01	15	Dly except Sa	Port au Prince, Haiti	LAX P	1.23	1.15		Dly		
	FTW B	27	17		Dly			CRP P	1.36	1.02	15	Dly		MIA P	1.25	1.15		Dly		
	DAL B	27	17		Dly			NLD P	1.35	1.01	15	Dly except F		LGA P	1.51	1.45	15	Dly		
	LRD B	13	15		Dly			LAX P	1.61	1.18	15	Dly		MIA K	1.25	1.15		Dly		
	SAT B	20	15		Dly			LGA AO	1.20	1.30	20	Su, T, Th	Port Bell, Uganda	LGA BO	3.18	1.04	20	Su, T, F		
Montevideo, Uruguay	LGA P	1.52	15		Dly			IDL S	1.19	1.30	20	Frequently		MIA K	1.25	1.15		Dly		
	MIA P	1.51	15		Dly			LGA TR	1.00	1.30	12	Frequently	Port of Spain, Trinidad	LGA P	1.56	1.45	15	Dly except T		
	MSY P	1.65	15		Dly			HFD TR	1.00	1.30	12	Frequently		MSY P	1.56	1.45	15	Dly		
	HOU P	1.70	15		Dly			DCA C*	1.18	1.30	20	Su, T, Sa		BRO P	1.08	1.15		Dly		
	BRO P	1.68	15		Dly			IDL SS	1.20	1.30	20	Su, T, Th		HOU P	1.08	1.15		Dly		
	CRP P	1.71	15		Dly			IDL AF	1.20	1.30	20	Six Weekly		BRO P	1.08	1.15		Dly		
	NLD P	1.72	15		Dly			BOS AF	1.17	1.30	20	Dly except Su		CRP P	1.03	1.15		Dly		
	LAX P	1.98	20		Dly			IDL K	1.20	1.30	20	Dly except Su		NLD P	1.20	1.15		Dly		
	MIA SI	1.41	20		Frequently		Ostrava, Czechoslovakia	LGA AO*	1.39	1.06	20	Su, T, Th		LAX P	1.41	1.15		Dly		
	LGA SI	1.51	20		Frequently		Ottawa, Ont., Canada	LGA C	1.10	1.00	20	Su, T, Th		MIA SI	1.55	1.20	10	Frequently		
Montreal, Que., Canada	LGA C	12	20		Dly		Palermo, Italy	LGA AO*	2.06	1.00	20	Twice Dly		LGA SI	1.54	1.20	10	Frequently		
	BTY NE	0.44	20		Dly		Panama City, Panama	MIA P	3.39	1.15		Dly	Port Sudan, Ang.-Eq. Sudan	LGA AO*	1.80	1.60	20	Dly		
Moscow, USSR	LGA AO*	1.73	1.28	20	T, Th, Sa			MSY P	4.77	1.15		Dly		LGA BO	1.87	1.40	20	Sa, T		
	IDL SS	1.72	1.28	20	Dly			HOU P	5.00	1.15		Twice Dly	Porto Alegre, Brasil	LGA P	1.62	1.40	15	Dly		
Momoro, Brasil	LGA P	1.41	15		T			BRO P	5.00	1.15		Twice Dly		MIA P	1.42	1.40	15	Dly		
	MIA P	1.24	15		T			CRP P	5.00	1.15		Twice Dly		MSY P	1.69	1.40	15	Dly		
	MSY P	1.40	15		Su			NLD P	5.00	1.15		Twice Dly		HOU P	1.88	1.11	15	Dly		
	HOU P	1.61	15		Su			LAX P	5.00	1.15		Twice Dly		BRO P	1.80	1.03	15	Dly		
	BRO P	1.53	15		Su			MSY TA	5.00	1.15		Twice Dly		CRP P	1.83	1.03	15	Dly		
	CRP P	1.56	15		Sa			MEX TA	5.00	1.15		Twice Dly		NLD P	1.88	1.11	15	Dly		
	LAX P	1.76	15		Sa			LGA PI	5.00	1.15		Twice Dly		LAX P	2.14	1.15		Dly		
	NLD P	1.54	15		Sa			DCA PI	5.00	1.15		Twice Dly		MIA SI	1.40	1.40	15	Frequently		
Mulhouse, France	LGA AO*	1.73	1.28	20	Su, T, Th		Paramaribo, Surinam	LGA SI	5.00	1.15		Twice Dly		LGA SI	1.49	1.40	15	Frequently		
	IDL SS	1.51	1.03	20	Su, M, Tu, W, F			LGA P	7.77	1.15		Twice Dly		BOS P	1.27	1.91	15	Dly		
	IDL AF	1.17	1.03	20	Su, M, Tu, W, F			MIA P	7.77	1.15		Twice Dly		LGA AO*	1.24	1.01	20	Su, T, Th		
	BOS AF	1.14	1.03	20	Su, M, Tu, W, F			MSY P	7.77	1.15		Twice Dly		IDL S	1.30	1.03	25	Frequently		
Munich, Germany	LGA P	1.28	1.03	15	Dly			HOU P	7.77	1.15		Twice Dly		LGA TR	1.00	1.03	12	Frequently		
	BOS P	1.25	1.03	15	Dly			CRP P	7.77	1.15		Twice Dly		HFD TR	1.00	1.03	12	Frequently		
	IDL K	1.28	1.03	15	Dly			NLD P	7.77	1.15		Twice Dly		IDL SW	1.00	1.03	12	Frequently		
Nairobi, Kenya	LGA AO*	2.37	2.01	20	Dly			LAX P	7.77	1.15		Twice Dly		LGA C*	1.28	1.30	20	M, Th, Sa		
	LGA BO	2.27	1.70	20	Su, T, Th, F, Sa			MIA K	7.77	1.15		Twice Dly		DCA C*	1.28	1.30	20	Su, M, Tu, W, F		
	IDL AF	2.27	1.70	20	Su, T, Th, F, Sa			LGA SI	1.20	1.30	20	Su, T, Th		LGA BO	1.30	1.30	20	Su		
	BOS AF	2.24	1.08	20	Su, T, Th, F, Sa			IDL S	1.1	1.30	20	Su, T, Th		IDL SS	1.30	1.30	20	Su, M, Tu, W, F		
Naknek, Alaska	SEC P	6.55	2.5	15	Four Wkly			LGA TR	1.1	1.30	20	Su, T, Th		IDL AF	1.30	1.30	20	Dly except W		
Nanking, China	CHI NW*	2.71	1.97	20	Four Wkly		Paris, France	IDL SW	1.1	1.30	20	Su, T, Th		BOS AF	1.27	1.30	20	Dly except W		
	CLE NW*	2.74	2.01	20	Four Wkly			DCA C*	1.13	1.30	20	Su, T, Th		IDL K	1.30	1.30	20	Dly		
	YIP NW*	2.73	2.01	20	Four Wkly			LGA C*	1.13	1.30	20	Su, T, Th		MIA P	1.20	1.15		Dly		
	MKE NW*	2.71	1.97	20	Four Wkly			LGA BO	1.09	1.30	20	Su, T, Th, F, Sa		LGA AO	1.45	1.08	15	F		
	MPS NW*	2.69	1.96	20	Four Wkly			IDL SS	1.53	1.04	20	Su, M, Tu, W, F		BRO P	1.45	1.08	15	F		
	LGA NW*	2.78	2.02	20	Four Wkly			IDL AF	1.00	1.30	20	Dly		LAX P	1.58	1.19	15	F		
	PIT NW*	2.75	2.02	20	Four Wkly			BOS AF	1.00	1.30	20	Dly		HOU P	1.49	1.13	15	F		
	PDX NW*	2.55	1.85	20	Four Wkly			IDL K	1.15	1.30	20	Dly		CRP P	1.40	1.10	15	F		
Naples, Italy	LGA AO*	1.90	1.54	20	Su, T, Th			LGA TW	1.09	1.30	20	Dly		NLD P	1.51	1.15		Dly		
Nassau, Bahamas	MIA P	0.77	0.6	15	Twice Dly			PHL TW	1.10	1.30	20	Dly		LAX P	1.56	1.15		Dly		
Natal, Brasil	LGA P	1.45	1.15		Dly			DCA TW	1.11	1.30	20	Dly		MIA SI	1.24	1.13	20	Frequently		
	MIA P	1.25	1.15		Dly			YIP TW	1.13	1.30	20	Dly		LGA SI	1.33	1.21	20	Frequently		
	MSY P	1.45	1.15		Dly			CHI TW	1.13	1.30	20	Dly		IDL AF	2.06	1.55	20	Weekly		
	HOU P	1.62	1.15		Dly			LGA P	1.09	1.30	20	Dly		BOS AF	2.02	1.53	20	Weekly		
	BRO P	1.54	1.15		Dly			BOS P	1.06	1.30	20	Dly		LGA AO*	1.38	1.05	20	Su, T, Th		
	CRP P	1.57	1.15		Dly			MIA P	1.10	1.15		Dly		LGA S	1.19	1.02	20	Su, T, Th		
	NLD P	1.56	1.15		Dly			MSY P	1.33	1.15										

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart
		Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Value				Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Value				Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Value	
Rosario (cont'd)	LAX P	1.84	1.15	15	Dly		Santa Cruz, Bolivia	MIA P	1.24	92	15	M,W,Sa		Shannon (cont'd)	DCA TW	94	73	20	M,Sa	
	MIA SI	1.25	1.15	20	Frequently			MSY P	1.38	1.04	15	Su,T,F			CHI TW	98	76	20	Th,Sa	
	LGA SI	1.35	1.35	20	Frequently			HOU P	1.44	1.07	15	Su,T,F		San, China	CHI NW*	2.82	2.14	20	Four Wkly	
Regina, Sask., Canada	LGA T	1.68			Dly			BRO P	1.39	1.04	15	Su,T,F			CLE NW*	2.91	2.18	20	Four Wkly	
Reunion Islands	IDL AF	3.71	2.78	20	Weekly			CRP P	1.41	1.06	15	Su,T,F			YIP NW*	2.80	2.18	20	Four Wkly	
	BOS AF	3.68	2.76	20	Weekly			NLD P	1.44		15				LAX NW*	2.73	2.02	20	Four Wkly	
Reykjavik, Iceland	LGA AO	1.77	1.58	20	T,Th,Sa		Santa Maria, Azores	LAX P	1.83	1.15	15	M,Th,Sa			MKE NW*	2.82	2.14	20	Four Wkly	
	IDL SS	1.39	1.15	15	Dly			LGA P	1.78	1.09	15	Dly except Sa			MPS NW*	2.80	2.12	20	Four Wkly	
Rio de Janeiro, Brazil	LGA P	1.37	1.84	15	Dly			BOS P	1.75	1.07	15	T			LGA NW*	2.82	2.19	20	Four Wkly	
	MIA P	1.20	1.80	15	Dly		Santa Marta, Colombia	MIA P	1.48	1.33	15	M,W,Sa			PIT NW*	2.82	2.19	20	Four Wkly	
	MSY P	1.54	1.91	15	Dly			MSY P	1.90		15	Su,T,F			PDX NW*	2.72	2.02	20	Four Wkly	
	HOU P	1.68	1.97	15	Dly			HOU P	1.14		15	Su,T,F			SFO NW*	2.72	2.02	20	Four Wkly	
	BRO P	1.60	1.92	15	Dly			BRO P	1.06		15	Su,T,F		Singapore, Mal. St.	LGA AO*	2.70	2.28	20	Su,T,Th	
	CRP P	1.64	1.94	15	Dly			CRP P	1.09		15	Su,T,F			LGA TR	2.45	1.57	25	Frequently	
	NLD P	1.07		15				NLD P	1.08		15				HPD TR	2.45	1.57	25	Frequently	
	LAX P	1.94		15	Dly			LAX P	1.83		15	M,Th,Sa			LGA BO	2.58	2.29	20	M,Th,F,Sa	
	MIA SI	1.25	1.79	20	Frequently		Santiago, Chile	MIA SI	1.85	1.25	20	Frequently			IDL AF	2.58	2.29	20		
	LGA SI	1.35	1.83	20	Frequently			LGA SI	1.93	1.37	15	Frequently			BOS AF	2.58	2.29	20		
Roberts Field, Liberia	IDL AF	2.04	1.53	20	Thrice Wkly			MIA P	1.30	1.89	15	Dly			IDL K	2.58	2.29	20		
	BOS AF	2.01	1.51	20	Thrice Wkly			MSY P	1.46	1.10	15	Dly			MEX TA	2.58	2.29	20		
Robore, Bolivia	MIA P	1.32	1.99	15	Sa			HOU P	1.46	1.13	15	Dly								
	MSY P	1.44	1.08	15	F			BRO P	1.46	1.10	15	Dly								
	HOU P	1.49	1.12	15	F			CRP P	1.48	1.11	15	Dly								
	BRO P	1.45	1.09	15	F			NLD P	1.53		15	Dly								
	CRP P	1.46	1.10	15	F			LAX P	1.60	1.20	15	Dly								
	LAX P	1.58	1.19	15	Th			LGA PI	1.44	1.98	20	Tu,Sa								
	NLD P	1.51		15				DCA PI	1.43	1.98	20	Tu,Sa								
	BOS AF	2.01	1.51	20	Su,T,Sa		Santiago, Cuba	MIA P	1.18	1.14	15	Thrice Dly								
Rosanne, Denmark	LGA AO*	1.27	1.90	20	Su,Tu,Sa		Sao Luis, Brazil	LGA P	1.29		15	Dly								
	IDL SS	1.27	1.88		Su,M,T,W,F			MIA P	1.16		15	Dly								
	LGA AO*	1.50	1.16	20	Su,Tu,T			MSY P	1.38		15	Dly								
Rome, Italy	LGA SI	1.50	1.90	25	Frequently			HOU P	1.51		15	Dly								
	IDL S	1.33	1.95		Su,T,Th			BRO P	1.43		15	Dly								
	LGA TR	1.06	1.90	15	Frequently			CRP P	1.46		15	Dly								
	HFD TR	1.06	1.90	15	Frequently			NLD P	1.45		15	Dly								
	IDL SW	1.12	1.90	20				LAX P	1.62		15	Dly								
	LGA C*	1.30	1.90	30			Sao Paulo, Brazil	LGA P	1.42	1.86	15	Dly								
	DCA C*	1.30	1.90	30				MIA P	1.32	1.82	15	Twice Dly								
	LGA BO	1.33	1.95	20	Su,T,F			MSY P	1.66	1.95	15	Dly								
	IDL SS	1.79	1.20	20	Su,M,Tu,W,F			HOU P	1.78	1.04	15	Dly								
	IDL AF	1.33	1.95	20	Dly			BRO P	1.67	1.90	15	Dly								
	BOS AF	1.30	1.93	20	Dly			CRP P	1.70	1.90	15	Dly								
	IDL K	1.33	1.95	15	T,Th,Sa			NLD P	1.72		15	Dly								
	LGA TW	1.33	1.95	20	Dly			LAX P	1.99		15	Dly								
	DCA TW	1.35	1.98	20	Th,Sa			MIA SI	1.81	1.30	15	Frequently								
	BOS TW	1.30	1.93	20	M,F			LGA SI	1.85	1.40	15	Frequently								
	PHL TW	1.34	1.97	20	M,Sa		Sao Salvador, Brazil	LGA P	1.58		15	Dly								
	YIP TW	1.37	1.00	20	Th,Sa			MIA P	1.28		15	Dly								
	CHI TW	1.39	1.02	20	Th,Sa			MSY P	1.64		15	Dly								
	LGA P	1.33	1.95	15				HOU P	1.72		15	Dly								
	BOS P	1.30	1.93	15				BRO P	1.64		15	Dly								
Saigon, Indo China	LGA AO*	3.69	3.27	20	Su,T,Th			CRP P	1.67		15	Dly								
	IDL AF	2.46	2.20	20	Twice Wkly			NLD P	1.67		15	Dly								
	BOS AF	2.43	2.18	20	Twice Wkly			LAX P	1.94		15	Dly								
Salinas, Ecuador	MIA P	1.78	1.68	15	Th,Sa			MIA SI	1.19	1.27	20	Frequently								
	MSY P	1.86	1.68	15	W,F		Seoul, Korea	LGA SI	1.30	1.37	20	Frequently								
	HOU P	1.89	1.68	15	W,F			EDF NW	2.30	1.85	20	Thrice Wkly								
	BRO P	1.89	1.68	15	W,F			CHI NW	2.56	1.87	20	Thrice Wkly								
	CRP P	1.89	1.68	15	W,F			CLE NW	2.59	1.89	20	Thrice Wkly								
	NLD P	1.12		15				YIP NW	2.56	1.87	20	Thrice Wkly								
	LAX P	1.22	1.92	15	T,Th			LAX NW*	2.40	1.78	20	Thrice Wkly								
	LGA BO	2.47	1.85	15	T,Th,Sa			MKE NW	2.56	1.87	20	Thrice Wkly								
Salisbury, So. Rhodes	MIA P	1.29	1.88	15	Su,T,F			MPS NW	2.54	1.86	20	Thrice Wkly								
Salta, Argentina	MSY P	1.42	1.07	15	M,Th,F			LGA NW	2.63	1.92	20	Thrice Wkly								
	HOU P	1.46	1.10	15	M,Th,F			PIT NW	2.60	1.90	20	Thrice Wkly								
	BRO P	1.42	1.07	15	M,Th,F			PDX NW*	2.40	1.78	20	Thrice Wkly								
	CRP P	1.44	1.08	15	M,Th,F			SFO NW*	2.40	1.75	20	Thrice Wkly								
	NLD P	1.46		15				SEC NW	2.40	1.75	20	Thrice Wkly								
	LAX P	1.56	1.16	15	Su,W,F			LAX P	2.40	1.75	15									
San Ignacio de Velasco, Bolivia	MIA P	1.28	1.90	15	Sa		Shanghai, China	LGA P	2.86	2.54	15	T,Sa								
	MSY P	1.41	1.06	15	F			BOS P	2.83	2.52	15	T,Sa								
	HOU P	1.46	1.10	15	F			LAX P</												

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart
		Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per \$100 Value				Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per \$100 Value				Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per \$100 Value	
Teheran (cont'd)	LGA SI	2.55	1.70	25		Frequently	Tsingtao (cont'd)	MPB NW	2.74	2.01	20		Four Wkly	Victoria (cont'd)	NLD P	1.76	1.15	15		
"	LGA C*	1.83	1.37	30		"	"	LGA NW	2.98	2.07	20		Four Wkly	"	LAX P	2.39	1.30	20		W
"	DCA C*	1.83	1.37	30		"	"	PIT NW	2.80	2.07	20		Four Wkly	Victoria, B. C.	LGA T	.96				Dly
"	LGA BO	1.86	1.39	30		"	"	PDX NW	2.60	1.90	20		Four Wkly	Victoria de las Tunas, Cuba	MIA P	.15	.11	10		Dly
"	IDL AF	1.86	1.39	30		Weekly	"	SFO NW	2.60	1.90	20		Four Wkly	Victoria Falls, So. Rhodesia	LGA BO	2.47	1.85	20		Su, T, F
"	BOB AF	1.82	1.37	30		"	"	SEC NW	2.60	1.90	20		Four Wkly	Vienna, Austria	LGA P	1.36	.90	20		Dly
"	IDL K	1.86	1.39	15		"	Tucuman, Argentina	MIA P	1.31	.89	15		Su, T, F	"	BOB P	1.33	.94	20		Su, F
Tel Aviv, Israel	IDL SS	1.85	1.39	20		Su, M, Tu, W, F	"	MSY P	1.44	1.08	15		M, Th, Sa	"	LGA AO*	1.36	1.02	20		Dly
Tela, Honduras	LGA SI	2.25	1.80	25		Frequently	"	HOU P	1.49	1.11	15		M, Th, Sa	"	LGA SI	1.35	.90	25		Frequently
"	MSY TA	.49	.87			M, W, F	"	BRO P	1.44	1.08	15		M, Th, Sa	"	LGA TR	1.05	.90	124		Frequently
"	MEX TA	.36	.28			T, Th, Sa	"	CRP P	1.46	1.10	15		M, Th, Sa	"	HFD TR	1.05	.90	124		Frequently
Tientsin, China	SFO NW	2.67	1.97	30		Four Wkly	Tunaco, Colombia	NLD P	1.50	1.17	15		Su, W, F	"	LGA C*	1.34	.94	30		
"	PDX NW	2.67	1.97	30		Four Wkly	"	MSY P	1.14		15		F	"	DCA C*	1.34	.94	30		
"	PIT NW	2.67	1.97	30		Four Wkly	"	HOU P	1.25		15		F	"	LGA BO	1.36	.96	30		Su, T, Sa
"	LGA NW	2.60	1.90	20		Four Wkly	"	BRO P	1.17		15		W, Sa	"	IDL AF	1.36	.96	30		
"	CHI NW	2.59	1.89	20		Four Wkly	"	CRP P	1.20		15		W, Sa	Villahermosa, Mexico	BOB AF	1.33	.94	20		
"	CLE NW	2.59	1.89	20		Four Wkly	"	NLD P	1.19		15		M	"	MIA P	.47		10		Dly
"	YIP NW	2.58	1.88	20		Four Wkly	"	LAX P	1.46	1.12	20		Th	"	MSY P	.43		10		Dly
"	LAX NW	2.67	1.97	30		Four Wkly	Tunis, Tunisia	LGA AO*	1.46	1.12	20		Su, T, Th	"	BOU P	.46		10		Dly
"	MKE NW	2.83	2.09	20		Four Wkly	"	IDL AF	1.37	.97	20		Four Wkly	"	BRO P	.46		10		Dly
"	MPB NW	2.81	2.08	20		Four Wkly	"	BOB AF	1.34	.95	20		Four Wkly	"	CRP P	.43		10		Dly
Tokyo, Japan	LGA P	3.24	2.79	15		Sa	"	IDL K	1.37	.97	15			"	LAX P	.53		10		Dly
"	BOB P	3.21	2.77	15		Sa	"	LGA TW	1.37	.97	20		M	Villavicencio, Colombia	MIA P	.65	.44	10		Dly
"	LAX P	3.35	1.53	15		W, F	Tuxpan, Mexico	HOU P	.26		15		Dly	"	MSY P	1.12		20		Dly
"	SFO P	2.35	1.88	15		W, F	"	BRO P	.18		15		Dly	"	HOU P	1.23		20		Dly
"	LGA AO*	3.28	2.87	30		Dly	"	CRP P	.21		15		Dly	"	BRO P	1.15		20		Dly
"	EDF NW	2.26	1.65	30		Four Wkly	"	LAX P	.74		15		Dly	"	CRP P	1.18		20		Dly
"	CHI NW	2.51	1.69	20		Four Wkly	Tuxtla Gutierrez, Mexico	MIA P	.62		15		Dly except Sa	"	NLD P	1.17		15		
"	CLE NW	2.54	1.73	20		Four Wkly	"	MSY P	.59		15		Dly except F	"	LAX P	1.42		20		Dly
"	YIP NW	2.52	1.71	20		Four Wkly	"	HOU P	.50		15		Dly	Visby, Sweden	IDL SS	1.34	.93	20		Dly
"	LAX NW	2.36	1.83	30		Four Wkly	"	BRO P	.42		15		Dly except Sa	Wadi Haila, Ang. Eg.	LGA AO*	1.77	1.51	20		Dly
"	MKE NW	2.51	1.69	20		Four Wkly	"	CRP P	.45		15		Dly	"	LGA BO	1.78	1.34	20		Su, T, Th, Sa
"	MPB NW	2.49	1.64	20		Four Wkly	Usumbura, Bel. Congo	LAX P	.83		15		Dly except F	"	LAX P	1.64	1.12	20		Five Wkly
"	LGA NW	2.59	1.75	20		Four Wkly	Uyuni, Bolivia	LGA S	2.43	1.61			Su, T, Th	Wake Island	SFO P	1.54	1.12	20		Five Wkly
"	PIT NW	2.55	1.73	20		Four Wkly	"	MSY P	1.36	1.02	15		M, Th	Warsaw, Poland	LGA AO*	1.46	1.12	20		Su, T, Th
"	PDX NW	2.35	1.53	20		Four Wkly	"	HOU P	1.42	1.06	15		M, Th	"	IDL SA	1.50	1.13			Su
"	SFO NW	2.35	1.53	20		Four Wkly	"	CRP P	1.40	1.06	15		M, Th	"	IDL SS	1.52	1.04	20		Dly
Toronto, Ont., Canada	LGA A	.12	.07	.04		Dly	"	NLD P	1.39		15			"	IDL AF	1.43	1.07	20		
"	LGA T	.16				Dly	Vancouver, B. C., Can.	LAX P	1.53	1.14	15		Su, W	Whitehorse, Canada	BOB AF	1.40	1.05	20		
Trinidad, Cuba	MIA P	.15	.11	.15		Dly	"	SEC U	.04	.02	10		Dly	Windsor, Ont., Canada	SEC P	.35	.14	10		Su, T, W, F
Tripoli, Libya	LGA BO	1.37	.97	20		Dly	"	LGA U	.96	.25	10		Dly	"	LGA A	.20				Dly
Tromsø, Norway	LGA AO*	1.29	.92	20		Dly except W	"	LGA T	.96		15		Dly	"	CHI A	.12				Dly
"	IDL SS	1.29	.88	20		T, Th, Sa	Varadero, Cuba	MIA P	.12	.00	15		Dly	"	LGA T	.20				Dly
Trujillo, Honduras	MSY TA	.51	.30			M, W, F	Veracruz, Mexico	MSY P	.57		15		Dly	"	CHI T	.12				Dly
"	MEX TA	.28	.30			T, Th, Sa	"	HOU P	.36		15		Dly	Winnipeg, Man., Can.	LGA T	.56				Dly
Tsinan, China	CHI NW	2.79	2.05	20		Four Wkly	"	BRO P	.35		15		Dly	"	GFK W	.04				Dly
"	CLE NW	2.82	2.09	20		Four Wkly	"	CRP P	.31		15		Dly	Yakutat, Alaska	SEC P	.45	.18	15		
"	YIP NW	2.81	2.09	20		Four Wkly	"	LAX P	.76		15		Dly	Zurich, Switzerland	LGA AO*	1.31	.97	20		Dly
"	MKE NW	2.63	1.93	20		Four Wkly	"	DAL B	.42		15		Dly	"	LGA SI	1.30	.77	25		Frequently
"	MPB NW	2.77	2.04	20		Four Wkly	"	FTW B	.42		15		Dly	"	IDL SS	1.20	.89	20		Su, M, Tu, W, F
"	LGA NW	2.86	2.10	20		Four Wkly	"	LRD B	.25		15		Dly	"	IDL SA	1.20	.89			Su
"	PIT NW	2.83	2.10	20		Four Wkly	"	SAT B	.25		15		Dly	"	IDL S	1.20	.89			Su, T, Th
"	PDX NW	2.63	1.93	20		Four Wkly	Victoria, Brazil	LGA P	1.66		20		Th, Sa	"	LGA TR	.95	.80	124		Frequently
"	SFO NW	2.63	1.93	20		Four Wkly	"	MIA P	1.41		20		Sa	"	HFD TR	.95	.80	124		Frequently
"	SEC NW	2.63	1.93	20		Four Wkly	"	MSY P	1.59		20		Th	"	LGA C*	1.18	.87	30		
Tsingtao, China	CHI NW	2.76	2.02	20		Four Wkly	"	HOU P	1.81		20		Th	"	DCA AF	1.18	.87	30		
"	CLE NW	2.79	2.06	20		Four Wkly	"	BRO P	1.73		20		Th	"	IDL AF	1.20	.89	20		Six Weekly
"	YIP NW	2.78	2.06	20		Four Wkly	"	CRP P	1.76		20		Th	"	BOB AF	1.17	.88	20		
"	LAX NW	2.60	1.90	20		Four Wkly	"	"	"	"	"	"	"	"	IDL K	1.30	.99	15		M, W, F
"	MKE NW	2.76	2.02	20		Four Wkly	"	"	"	"	"	"	"	"	LGA BO	1.23	.92	20		

International Air Cargo and Mail Tables are a standard feature in AIR TRANSPORTATION... This is another typical service for air shippers who require up-to-the-minute data. The rates appearing in this issue were current at presstime.

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Victory for the **AIR FREIGHT FORWARDER**

Air Transportation was partially on press when the important news that a large number of air freight forwarders (as distinguished from foreign freight forwarders who have received recognition from the International Air Transport Association) were accorded recognition by the Civil Aeronautics Board.

This has been a tremendous victory—not only for the industry, which no doubt will roll up its sleeves and pitch right into work, but for this publication. Air Transportation, through John F. Budd, its publisher, was the only periodical represented at the CAB hearings in the Freight Forwarder Case. When these hearings were held in New York City in the early Spring of 1947, Budd pointed out to Examiner J. Earl Cox that air freight forwarders are not direct carriers and that they give no additional services "to compete with the already reduced business of the airlines." He stressed the fact that these forwarders could "go out and get business to help make up this slack."

"The domestic freight forwarder and the newly created air freight forwarders have it within their power to give air cargo its biggest boost in history," Budd stated.

And Air Transportation, which swore by commercial air cargo when nearly everybody thought it wasn't even a flash in the pan, firmly believes in the above-mentioned arguments before the CAB. It believes in them because it is of the unshakable opinion that those who will benefit most will be the airlines of the United States of America.

Editorially, Air Transportation has presented complete news coverage on the subject, and has published such feature articles as The Freight Forwarder and Air Cargo, Forwarders in Air Freight, Why Orphan the Domestic Freight Forwarder?, Keep the Ball Rolling, Air Freight Forwarder Case, Mr. Airline Meet Mr. Forwarder, Half a Loaf Again, What Part Shall Freight Forwarders Have in the Development of the Air Freight Industry, Indispensable Middle Man, and The Freight Forwarders' Stake in the Sky. Nor has this magazine neglected the opposition.

We congratulate the Civil Aeronautics Board on its fair and far-sighted decision. We also note with interest its setting of a five-year period as an experiment in the development of air freight.

That's okay by us. The way we feel, if the air freight forwarder cannot prove his worth in five years, he has no business in air transportation.



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GLENN L. MARTIN'S JRM-2 Caroline Mars flying boat, built for the United States Navy

Watch That Payload Rise!

YOU'VE HEARD about the JRM-2, *Caroline Mars*, that four-engined-82½-ton Martin-built flying boat which last month flew nonstop from Honolulu to Chicago—a distance of 4,748 miles. You've read how this giant cargo-plane is capable of carrying a 35,000-pound payload over the 2,410-miles from Hawaii to the mainland, as compared with its kid sister JRM-1's 20,000-pound payload, but there are a few additional details in which the cargo-plane-conscious reader probably would be interested.

The *Caroline Mars*, pictured on this page, is the largest flying boat active today. First flown on July 3, 1946, the ship was turned over to the Navy exactly one year later, for some tough test work. Last May it flew non-stop from Maryland to California.

It measures 120 feet, three inches in length; stands 44 feet, seven inches high; and has a wingspread of 200 feet. On flights of approximately 1,200 miles, under military conditions, the JRM-2 can tote 60,000 pounds. The plane is designed to accommodate large and bulky items, and is equipped with an electric crane capable of lifting loads up to 5,000 pounds. The crane runs out on a track fitted to the under side of the wing, and can dip to water level to lift the cargo and bring it into the hull. Maximum range is 6,750 miles.



MOORED at a Goodyear-built floating rubber dock, after the record flight from Honolulu

VISITORS give the *Caroline Mars* the once-over (below) following the gala christening



GUEST AIR CARGO EDITORIAL

(Continued from Page 7)

ground service, commensurate with the speed of air shipment, can only be provided economically if air express and air freight are combined and operated as one service. The increased volume resulting from the combination of the two services would reduce the cost of providing an expedited pick-up and delivery service. Rates and tariffs, sales and advertising, in fact all executive functions in connection with the service should be controlled by the airlines, with pick-up and delivery operated by an agency under the direction of the airlines.

Would our present domestic airwaybill be a suitable document for an all-inclusive service, which would include a large volume of small package traffic? The present airwaybill has many advantages from an airline's point of view, combining as it does all documents required in connection with moving a shipment; but, at the same time, its very size and bulk made it look complicated and difficult to use to a shipper. In addition, the obligation on the part of the shipper to complete the airwaybill will tend to increase his opposition to use of the service, particularly when small shipments are involved.

If shipping by air is to receive the wide acceptance it should on the North American continent, it must be easy to use; tariffs must be as simple as possible with rates low enough to attract traffic, but high enough to be profitable; finally service on the ground must be consistent with the speed of air transport.

What better way to achieve these objectives than the establishment of one all-inclusive cargo service?

Mr. Exporters:

It doesn't matter where you want to ship your goods . . . to Hong Kong, Maracaibo, or Accra . . . to Yakutat, Suva, or Bahia . . . to Rangoon, Marseilles, or Tuxtla . . . it will get there fastest . . .

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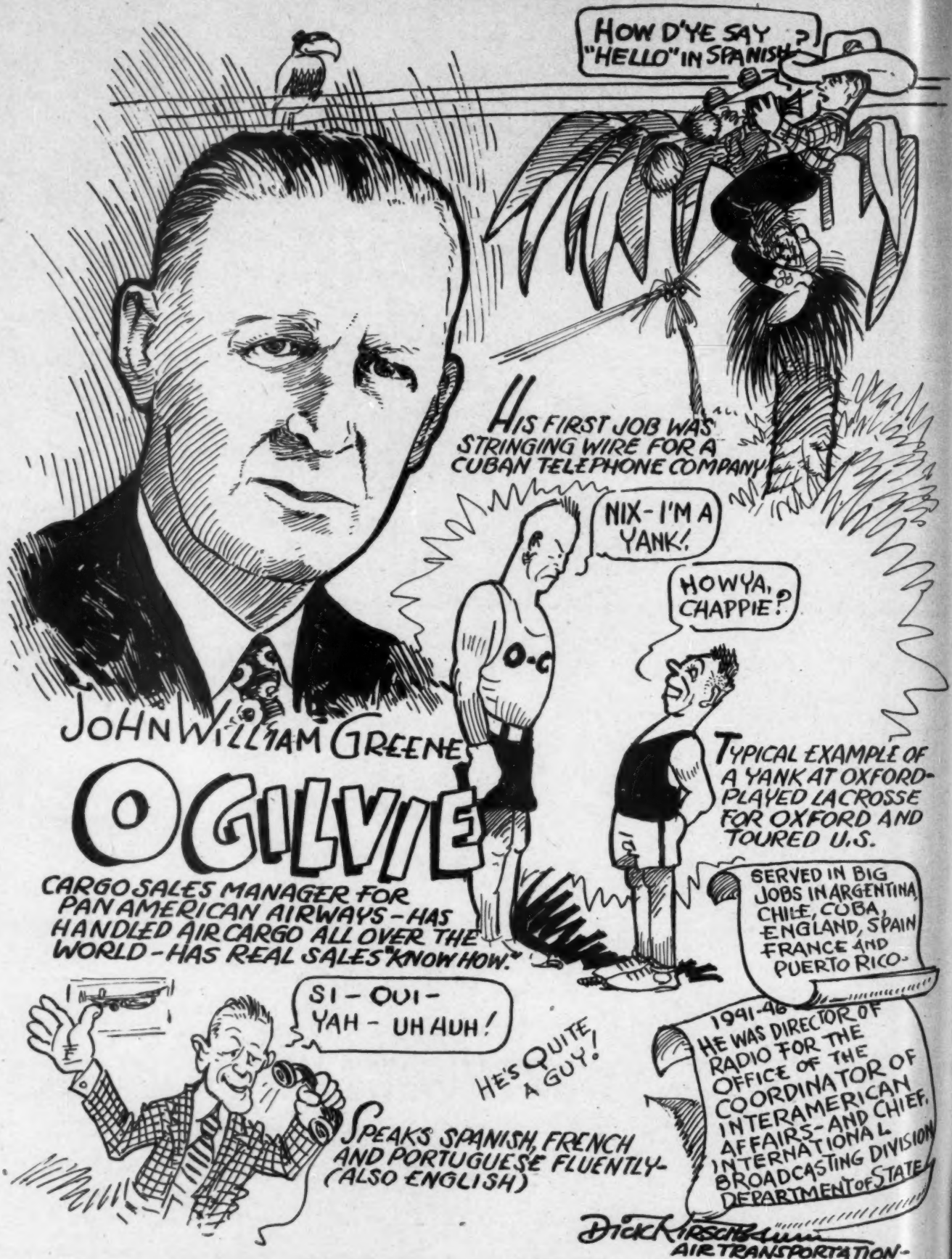
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AIR CARGO PROFILES





(REG. U. S. PAT. OFF.)

DOES air freight pay off? Here is a letter from Tweco Products which tells you a great deal in a little space:

"This past month we received the following wire from one of our good distributors in Birmingham, Alabama: 'PLEASE SHIP TODAY AIR FREIGHT VIA BRANIFF AND DELTA AIRLINES 96 NO. A-38 TWECOTONG ELECTRODE HOLDERS. MARK SHIPMENT RUSH.'

"Our first thought—Is the fellow crazy? It'll break him up. Then we got to checking and made a discovery that air freight is not at all expensive in comparison to air express and your over 40 pounds excess baggage when traveling by air.

"Here are the facts: The shipment involved weighed 215 pounds. The airline distance from Wichita to Birmingham (thru Dallas) is 619 miles. The invoice value was \$346.08 with a sales value to the distributor of \$494.40, or a net profit of \$148.32 . . .

"Time element: Order received by wire at 11:50 a. m. Packed and delivered to the Wichita Airport at 4:30 p. m. Loaded on to Braniff Airways plane at 10:05 p. m. Arrived in Dallas, Texas, 12:30 a. m. Transferred to Delta Air Lines plane in Dallas for departure at 1:55 a. m. Arrived in Birmingham, Alabama, 5:17 a. m. for immediate delivery to our distributor.

"Figure it out. The shipment was at destination through regular air freight channels with one transfer in approximately 18 hours from the time we received the order at the factory.

"Now, here is the SURPRISE!!! For \$23.47 air freight including tax, our distributor received a 215-pound shipment in 18 hours. The expenditure of this \$23.47 enabled our distributor to receive merchandise urgently needed on which he will make a profit of \$148.32 plus a \$5.72 freight allowance.

"Had this order been shipped by Railway Express it would have had third morning delivery at a cost of \$14.27. (Incidentally, air freight and rail express insurance rates are just about an even toss-up—both economical.)

"Freight shipment on this same order would have provided delivery at destination in from one week to 10 days, at a cost of \$5.72.

"No, we don't own an airline or have stock in Braniff or Delta, but we do have a lot of good distributors who might be called on to make the decision:

"Is it worth \$23.47 to save an order with a profit of \$148.32?

"We think there is only one answer. Today air freight is somewhat of a novelty and luxury in the average man's thinking. An analysis shows it is most practical. Air freight is being carried into every moderately large city in the country. Don't lose an order because of delivery."

All-cargo flight operations between New York and Miami, with scheduled stops at Washington, Jacksonville, and Tampa, have been inaugurated by National Airlines. However, all of the 34 cities on NAL's system are served by a pickup and discharge plan. It has been pointed out that unscheduled stops are made at any point to load or deliver cargoes of 1,000 pounds or more. Flying two C-46s, which take on up to 12,000 pounds of cargo each, the airline has announced that the cargo planes are available for charter flight operations anywhere. At the present time a daily flight leaving Miami at 3 p.m. arrives in New York at 9:50 p.m. On the return run, the airfreighter departs from New York at a minute before midnight and arrives in Miami at 8 a.m.

A special section at the airport in London which handles custom clearance and onforwarding of all imports and exports was recently organized by American Overseas Airlines. Accord-

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ing to Joseph D. Boylan, director of cargo sales, the streamlined section is saving up to a full day on certain shipments. He stated that the new services are performed at cost, and in the case of interline transfers at no cost at all.

During July, AOA transported 375,000 pounds of cargo, including food-stuffs, medical supplies, and industrial equipment, between Frankfurt and Berlin. In addition, the airline hauled 30,000 pounds of air mail. AOA is co-operating with the United States Air Force in Operation Vittles. (For the full story of Operation Vittles, see last month's AT.)

Piedmont Aviation and Robinson Aviation have been added to the list of participating carriers in the Official Airfreight Tariff filed with the Civil Aeronautics Board by Air Cargo, Inc., bringing to 21 the number of participating carriers. Piedmont listed the following certificated points: Asheville, Bristol, Charleston, Cincinnati, Danville, Goldsboro, Greensboro, Lexington, Lynchburg, Louisville, Morehead City, New Bern, Norfolk, Pinehurst, Raleigh, Richmond, Roanoke, Wilmington (North Carolina), and Winston-Salem. Of these stops, Goldsboro, Morehead City, New Bern, and Pinehurst are added to the Official Airfreight Tariffs, the other cities being already served by other carriers. Robinson serves Albany, Binghamton, Buffalo, Ithaca, Middletown, New York City, Newark, Niagara Falls, Rochester, and Syracuse. Ithaca and Middletown are new points on the tariff lists.



G. T. Baker, president of National Airlines (seated, right), breaking the ice as he signs a permit for occupancy of the New York International Airport with Austin J. Tobin, executive director of the Port of New York Authority. National will become the first United States-flag scheduled domestic and international air carrier to operate at Idlewild. The new permits replace the lease executed with the City of New York three years ago. The airline will occupy 17,500 square feet of counter space, and 250 feet of office space at the airport. Standing (left to right) are: Leander I. Shelley, general counsel of the Authority; William M. Schwarz, chief, Scheduled Air Transport Bureau of the Authority; and Thomas Prevost, assistant vice president-operations, National Airlines. Most of the nation's principal airlines are still engaged in a dispute with the Authority.

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REPRESENTED IN ALL PRINCIPAL CITIES THE WORLD OVER

The establishment of a new customs office at the Torreon airport, which is owned and served by LAMSA, Mexican subsidiary of United Air Lines, has cut clearance of cargo shipments from days and even weeks to only minutes. Air cargo, as it moves across the border into Juarez, is sealed and immediately flown to Torreon by LAMSA planes, where customs officials inspect the cargo on the spot and release it for shipment to other cities on the airline's 1,700-mile, 11-city system. Formerly packages often were delayed for long periods of time at the congested border station of Juarez. The new set-up, effected through the cooperation of Lamsa and Mexican customs, is expected to be of particular value to shippers of perishables both to and from Mexico.

The Air Express Division, REA, reports a gain of 13.4 percent in the number of air express shipments handled during January-July, 1948. A total of 2,267,032 shipments were handled domestically during this period, compared with 1,999,981 shipments during the first seven months of 1947. July air shipments were five percent more than in the same month of last year, with increases up to 20 percent

in volume reported in the Mid-Central, Northern, South Atlantic and Eastern Lakes region. Shipments flown in July totaled 285,043, as against 272,331 shipments in July, 1947.

Reporting on its air cargo record for the first six months of 1948 TWA once more showed zooming totals. The airline revealed that it carried 132.72 percent more freight in the January-June period of this year than for the same period in 1947. Air express increased 6.48 percent, and air mail went up 29.13 percent. Totals for the first half of 1948 are: 4,226,838 revenue ton-miles of freight; 2,805,520 revenue ton-miles of express; and 4,562,366 revenue ton-miles of mail.

According to S. P. Russ, manager of cargo sales-international, TWA carried nearly half the total volume of international air parcel post during the first four months of this new service. Inaugurated on March 15, 43 percent of the total 104,956 pounds hauled between the United States and European countries were in TWA planes. Most of these shipments were reported to consist of food and clothing packages

sent by Americans to relatives and relief agencies abroad.

International air parcel post is now available for the Free Territory of Trieste and Vatican City State. Air parcel post for Vatican City State is subject to the regulations for surface parcel post for that destination, but parcel post for the Free Territory of Trieste will be in compliance with the regulations concerning parcel post for Italy.

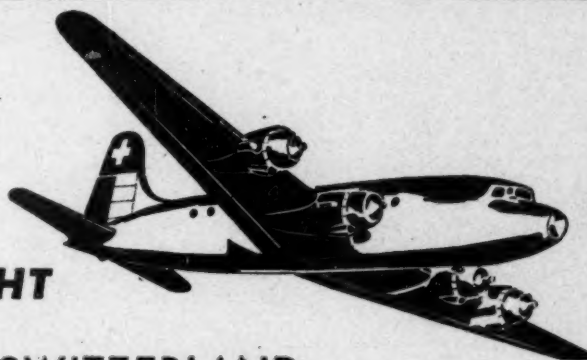
Air mail service to Seychelles is inaugurated this month. The rate is 25 cents per one-half ounce or fraction. Air mail to this point will be sent via Mombasa, Kenya Colony, for onforwarding by sea. Sea dispatches from Mombasa to Seychelles are reported to be irregular. The best one can hope at the present time is one, or, at the most, two services a month.

It was recently announced by the Post Office Department that air letter sheets may be sent by special delivery to those foreign countries in which special delivery service is now in force, provided the additional fee of 20 cents



Interesting in view of the fact that this is the inaugural month of domestic air parcel post is this early Hallmark air mail Christmas greeting card which flooded the counters 22 years ago. Two decades ago air mail was a rarity; today it is the usual rule for long-distance letters, rather than the exception.

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is paid. Air letter sheets intended for special delivery service must bear an "Expres (Special Delivery)" label (Form 2977) or be marked boldly in red ink "EXPRES" directly below the stamps.

Peruvian International Airways recently completed a record single cargo shipment of four tons, thus going beyond its previous high mark of 7,000 pounds per single shipment by the margin of 1,000 pounds. The airline reported that the heaviest single unit in this record shipment was a 500-pound metal mold for manufacturing compacts. The balance consisted of machine parts, fluorescent lights, motion picture films, and women's wear.

A deal between the United States and the United Kingdom for the hauling of 1,000 kilos (approximately 2,200 pounds) of transatlantic air mail weekly in each direction was completed last month. Previously all westbound mail from the United Kingdom had been carried exclusively by British Overseas Airways Corporation, and all eastbound mail from the United States by American carriers operating to the United States.

BOAC reports that during the first six months of this year air cargo transportation doubled that of the same period in 1947.

A 91 percent increase in cargo ton-miles (freight and express) in the month of July as compared with July, 1947, has been reported by United Air



Pretty Ann Francis, United Air Lines stewardess, lends a brush to point up the fact that this is the month of domestic air parcel post's inauguration. Now packages up to 70 pounds in weight can be delivered to your door by the postman. Keep 'em flyin'!

Lines. During the month UAL flew 2,065,950 cargo ton-miles as against 1,083,962 ton-miles. Freight, by itself, gained 161 percent, totaling 1,520,830 ton-miles compared with 583,721 ton-miles. The express increase totaled nine percent—545,120 as compared with 500,241.

UAL further reports that each day more than 250 pounds of New England lobsters are being flown from the East to the Midwest and West Coast. These lobsters are plucked from waters in Maine, Massachusetts, and Canada. Types of containers used to transport them are a leakproof cardboard box containing seaweed and frozen sea water, with a capacity for 50 pounds of lobsters; and large water proof paper bags, packed around with ice and seaweed. It is understood that UAL is testing a third type of container which does not require ice.

Colonial Airlines has come through with its cargo totals for the first half of 1948, which shows a gain of 56 percent over the airline's business for the same period last year. International cargoes skyrocketed with a 524 percent increase, while the recently inaugurated domestic cargo service showed an increase of 117 percent. The latter figure is compared with last year's January-June air express total. Despite the fact that Colonial is now engaged in hauling freight, air express shipments during this period indicated a six percent jump.

Another airline has presented its cargo figure for the first half of 1948—Braniff International Airways. Cargo ton-miles for this period totaled 538,645, as against 87,527 ton-miles in the first half of 1946, and 126,745 in the first half of 1947.

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now is in its fourth year of operation, reports that interline billings of the organization's 22 airline members against each other totaled \$85,020,321 for the half year, as compared with \$54,553,551 for the corresponding period of 1947. This represents a gain of a little less than 20 percent. The semi-annual figures also show \$172,580 of air freight clearings. This type of settlement is new with ACHI. It was brought about by the inauguration of air freight on an interline basis in August, 1947.

A 44-page illustrated brochure, distributed by the Glenn L. Martin Company to United States Air Force and Government officials, emphasizes the fact that 150 Martin 2-0-2 cargoplanes would give Berlin 5,775 tons of cargo every day instead of the present maximum 4,500 tons. (See *Martin Merchantmen—Nuff Said!* in May, 1947 *Air Transportation*.) As a military cargo transport, the brochure states, the 2-0-2's gross weight would be boosted to 43,000 pounds, as compared with 39,900 pounds for which it has been certified by the Civil Aeronautics Administration. This would permit a payload of 15,106 pounds, which would be 2½ times that of the slower DC-3s. It should be mentioned that while 4,500 tons is the maximum Berlin airlift, the highest amount of cargo ever to go into the German capital in one day has been less than half that total.

The Air Materiel Command at Wright-Patterson Air Force Base will test a new endless-belt conveyor system designed to discharge six tons of cargo from the hold of a Fairchild Packet—all within a five-second interval. The system will be fully automatic and electrically operated from the pilot's position. Two conveyors extending the full length of the hold, one on each side, will discharge the cargo in flight. Each conveyor will be composed of three sections, two feet wide and 9½ feet long, supported by rollers. Each section will be individually powered and will have separate quick-release tie-down fittings, all controlled from the pilot's master switch. Plans call for removal of the clam-shell doors at the rear of the fuselage before taking off for a supply drop test. If the experimental program proves successful, a change in design will make it possible to dump conveyor-borne supplies without removal of the doors. In the proposed

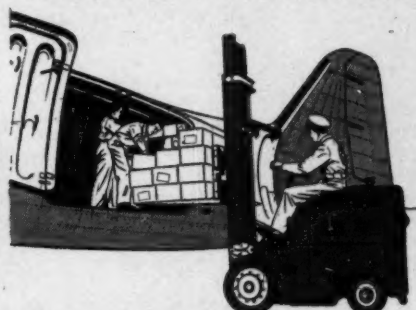
tests, the cargo tie-downs will be released and the conveyor started at the flip of the switch, discharging paracans totaling 12,000 pounds out the rear of the hold in only five seconds. Used in conjunction with the monorail delivery system, which is now standard equipment in the C-82, an additional 5,000 pounds will be added to the total with three more seconds added to the dropping time.

If an application filed with the Civil Aeronautics Board is acceptable to the powers that be, Pan American World Airways will inaugurate service to Stuttgart in the American Zone of Germany. The airline is reportedly prepared to open service to that city immediately after the green light is given in Washington. Pan Am, which pointed out that Stuttgart (capital of

Wurttemberg) is a vital industrial and chemical center, would serve the city as a stop between Frankfurt and Munich, already served by the line. The American Military Government for Germany is not opposed to the idea of PAA service to Stuttgart. As for airport facilities there, an adequate field near the city—Echterdingen Military Airport—is in use by the United States Air Forces.

KLM Royal Dutch Airlines has received the first of its 12 Convairs, and it has made the transatlantic hop to Amsterdam. Although the ship is primarily a short-haul transport, it was equipped with auxiliary cabin tanks for the over-ocean hop. All 12 Convairs will be operated by KLM in its European service.

TCA



"AIRCARGO"

Trans-Canada's "Aircargo" service has now been extended to Boston, New York, Cleveland and Chicago. These are the first United States links with T.C.A.'s Canadian coast-to-coast, Newfoundland and Trans-Atlantic "Aircargo" services.

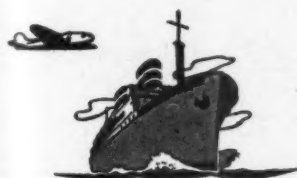
For quick-reference tariff and complete information, write or call your nearest T.C.A. "Aircargo" office.

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THE GLOBAL TICKER

DURING its first week operations in Germany, the Charter Section of British European Airways flew more than 500 tons of coal and 62,000 tons of provisions into blockaded Berlin. Fifteen planes, including two Hythe flying boats, did the job . . . Negotiations for an air agreement between the United States and Mexico ended in failure several weeks ago. There will be more meetings in the future . . . A Bristol Freighter is being used in Argentine air mail service, serving Buenos Aires, Parana, Reconquista, Cordoba, Rio Curato, Mendoza, and Villa Mercedes. Another Freighter has joined the fleet of Central African Airways.

★ ★ ★

KLM's Inter-Insular Division, now one year old, reports the establishment during the past year of a 14,292-route-mile network linking the Netherlands Indies Archipelago and the Far East. Thirty-one cities are served from Batavia . . . British aircraft workers have attacked the Government's policy of purchasing foreign planes for British airline services. They urged the ruling powers to return to a policy of "flying British" . . . The Cuban Government recently awarded two new routes to Aerovias Q—Havana to Veracruz via Merida; Havana to St. Petersburg or Tampa.

★ ★ ★

Svenska Aeroplan Aktiebolaget's latest product is a 32-seat transport, the Scandia . . . Recently 27 head of pedigree cattle were imported into Brazil by air from Ontario, following the Pacific route . . . There will be regular weekly air runs between the Brazilian state capitals, Belem and Goias . . . British American Air Service, Ltd., in one week, brought into Bovington, England, a total of 58 long tons of fruit . . . Recent cargoes flown by Lancaster Aircraft Corporation, Ltd., included 6½ tons of cloth and an equal weight of grapes.

★ ★ ★

Avio Linee, which a short time ago inaugurated service from Milan to Amsterdam, Copenhagen, and Oslo, would like to call at Frankfurt, too. At this writing, no word has been received on whether such permission has been granted on this service . . . Every once in a while we pop up with something on pigeons (see *Adding Wings to Pigeons in February, 1948, AT*). This time we hear that British Nederland Air Services flew a cargo of 30 baskets of pigeons to Twente, Holland, in an Aerovan, with 100 baskets following a day later to Guernsey, in a DC-3 . . . A note in a recent issue of the British publication, *The Aeroplane*, states: "An order for the compulsory winding up of London Aero and Motor Services, Ltd., has been issued by the High Court of Justice."

★ ★ ★

The first foreign line to receive a Convair liner was Trans-Australia Airlines. It completed a 20,000-mile ferry trip from San Diego, California, to Melbourne. . . . British South American Airways has inaugurated once-a-week service between London and Kingston, Jamaica. Tudor IVs do the trick . . . Australia points out that its domestic airlines, which serve a network of 37,000 miles, is second in business only to the United States.

★ ★ ★

Airwork (East Africa), Ltd., is the newest air carrier in Africa. It is a merger of the interests of Airwork, Ltd., and Uganda Company, Ltd. Noon and Pearce, Ltd., Nairobi air carriers has been acquired by Airwork (East Africa) . . . It is reported that BOAC's order for 22 Canadair airliners will give 4,000 additional workers employment in Montreal . . . Australian National Airways is reported to be making regular charter trips between Italy and Australia. Skymasters are used.

DEPENDABLE SERVICE

(Continued from Page 15)

let backlogs get to the point where we are not producing the regular dependable service, we have sold that merchant; if we lose the shipment or in any other respect cause him to be out of sport coats, we put him in the position of losing customers to a competitor and, consequently, losing his faith in air freight. And as a result, we lose his business.

All of us have a part in selling air freight because all we can do in the Sales Department is sell the idea. Dependable service, in which Maintenance, Flight, Treasury, and many other departments of the company participate will prove the idea we sell. Dependable service will sell the shipper or the consignee on the idea of building his whole distribution around air freight service.

Caribbean Routes Amended

The Civil Aeronautics Board has amended the route certificates of both Pan American World Airways and Caribbean-Atlantic Airlines to authorize additional service in the Caribbean area. At the same time it restricted PAA's operating rights over routes flown by the local airline to safeguard it against "the forces of unrestrained competition."

The CAB forbade PAA to operate local flights over the San Juan-St. Thomas run, which it held was the "most important route segment" of Caribbean-Atlantic's little airways system. This restriction, the CAB said, would not "seriously impair" the operations of PAA but was "essential to the continued operation of Caribbean-Atlantic."

The Board also authorized Caribbean-Atlantic to augment its present intra-Puerto Rico and Puerto-Rico-Virgin Island system with a new route linking Mayaguez and Ciudad Trujillo. PAA was authorized to add St. Maarten and Barbados as stops on its San Juan-Port-of-Spain route; to extend its route from San Juan to Caracas, via Curacao, to include Aruba as a stopping point on both its Ciudad Trujillo-Caracas and Port-of-Spain Zone runs, and to stop at St. Croix on its restricted run between St. Thomas and Antigua.

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IT'S AN *Air* WORLD

(REG. U. S. PAT. OFF.)
By L. A. GOLDSMITH

AT last month's luncheon of the Export Managers' Club of New York, the speaker was James C. Buckley, director of airport development for the Port of New York Authority. (See July and August, 1948 AT.) His speech struck a responsive chord among the export executives present, many of whom stated that Buckley's talk had forcefully driven home to them the importance of evaluating air transportation "as a new tool for export merchandising which increases volume and reduces costs."

Buckley's remarks were accorded what might be termed the highest form of a press accolade, when it received considerably more than "honorable mention" in The New York Times of August 24, which devoted editorial space to it. His words were worthy of such attention, for it went straight to the heart of the subject at hand, pointing out, among many other factors, three major angles of interest to the practical export men.



James C. Buckley

Of first importance is the realization that no major market is more than 50 hours from New York by regularly scheduled air service. This means that the export executive is as close to Johannesburg by air as he is to the West Coast of the United States by train. So, too, are Manila, Shanghai, and Calcutta. You can fly to Buenos Aires as quickly as you can go to Kansas City by rail. By air on week ends, you can work almost anywhere in Europe or South America, and be away from your desk only five working days. In a two-week absence you can take in a business trip which includes either South Africa, the East Indies, China, or India. As Buckley pointed out, for anyone whose time is worth \$10,000 or more a year, it would usually save money traveling by air, even if steamship travel were free.

Greater Frequency

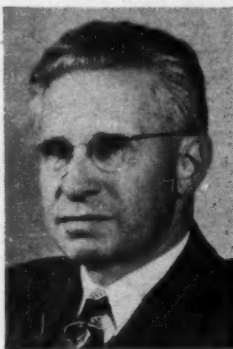
In addition to enabling export executives to visit their representatives in foreign countries, they can in turn visit home offices and factories with greater frequency and send their technicians there for training in the manufacture of special products—all of which, in former years, would have consumed far too much time and money.

Secondly, through air transportation foreign customers can receive printed and promotional material with ease and speed. Overseas air mail also shortens the time for the transmittal

of contracts, shipping and legal documents, and all kinds of every-day as well as emergency communications.

And last, but certainly not least, is the actual transportation by air of United States products in world trade. And here again Buckley stressed his viewpoint that overseas air freight is one of the faster growing segments of air transportation. Yet, he added his belief that "we have hardly scratched the surface of its tremendous potentialities."

Walter B. Baruch, vice president of Schenley International Corporation and recently elected president of the Export Managers' Club of New York, was very much impressed with Buckley's talk, and equally so with the potentialities of air freight shipments in the world trade development of the United States. He was particularly interested in the consideration being given by the Port of New York Authority to the establishment of bonded warehouses at the new New York International Airport, and the general plans for the future development of aviation facilities in the New York area.



Walter B. Baruch

Penicillin by Air

Schenley Laboratories is already utilizing air transportation on a large scale for shipments of its penicillin, for which there is a wide demand throughout the world. This firm is one of the largest producers of penicillin in this country, and was one of the pioneers in developing this drug on a commercial scale.

With the name of Schenley generally thought of by the lay public as a purveyor of whiskies, wines, and beers, it was somewhat of a surprise to us to learn of the company's extensive penicillin production. In addition, the Schenley Farm Products Division is an important producer of cattle feed, while Schenley Manufacturing has a large cooperage business as well.

Baruch pointed out that they have a highly qualified staff of scientists in various fields. Their technical skills are fully equal to any number of problems in research and manufacturing. Penicillin was a prime target for their skills. The result—production of this life-saving drug in vast quantities.

He also commented on another point in Buckley's talk, regarding the saving of valuable time for world trade executives by means of air transportation. In a recent trip to Japan, the Schenley vice president was away from

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his desk exactly one month. Three weeks were spent in Japan, transacting important business. On each way he stopped at Honolulu for a couple of days. He also stayed over at San Francisco for a few days on the way home. So you can figure it out for yourselves how very little time was consumed in air travel. If he had made such a trip by sea and rail transportation, it would have taken him a month each way in travel alone, and instead of being away from his office for only one month, he would have needed a minimum of three months to conduct his business in Japan.

Latin American Lines

Delving into other aviation aspects in the New York area, we looked into the reactions of the Latin American airlines now using the new international airport as their United States headquarters—Peruvian International Airways, Flota Aerea Mercante Argentina, and Linea Aeropostal Venezolana. All are loud in their praises for the additional facilities and the greater space available to them at New York International Airport, as compared with the crowded conditions at LaGuardia. All expressed their belief that their immediate plans will permit greater development of business in all directions, especially in relation to more air freight. None of these lines seems to feel that the longer distance to Idlewild would have any bearing on their future air cargo shipments to be made from the airport.

PIA reported that its air cargo showed an immediate increase, even though they are not using airfreighters at the present time. The line believes it has an edge in shipping to the West Coast of South America, as no transshipment of cargo is required.

The type of merchandise being shipped from the United States via PIA consists mainly of women's ready-to-wear, motion picture films, mining machinery parts, and quantities of tubing for indirect fluorescent lighting. Why so much tubing? Because it is much cooler and a less expensive form of lighting.

FAMA is at present a non-scheduled cargo and mail line, operating between New York and Argentina. Only official passengers are carried. By early Fall, probably not later than October,

it expects to operate on a scheduled basis transporting passengers and cargo. Current cargoes consist mainly of spare parts for machinery, and equipment for Government and official use. The line is two-thirds owned by private capital and one-third by the Government. It operates DC-6 equipment, piloted by Americans and Argentines. The stewardesses are trilingual, speaking Spanish, French, and English. When the line will be on a scheduled basis on the new York run, FAMA hopes to develop as cargo from the Argentine many of their national products such as fruits, orchids, and wines.

Fernando de la Hoz heads the FAMA office in New York. He is a member of the well-known family which founded the famous Argentine newspaper, La Prensa, considered one of the world's leading newspapers.

Besides flying between Argentina and Chile on a daily basis FAMA also operates between Argentina and Europe. It follows this route: Buenos Aires-Porto Alegre-Sao Paulo-Rio de Janeiro-Natal-Dakar-Lisbon-Madrid. From Madrid FAMA has two flights weekly, one to Rome, and the other to Paris and London.

LAV Reaction

LAV is enthusiastic over the superior facilities at New York International Airport. It has its own air freight warehouse as well as hangar space. The Venezuelan carrier also finds that its cargoes consist mostly of women's dresses, medicines, drugs, and small machinery parts.

While none of the Latin American lines is yet concentrating on all-cargo planes, all look forward to increasing their air freight shipments in the near future.

However, reverting once more to Buckley's talk, it is significant to note that he made one of his strongest points before this group when he stressed the great variety of export shipments made in a single day from both LaGuardia and Idlewild.

On that specific day there were 1,140 shipments via 12 different air carriers to 72 foreign countries. One-third of the shipments and one-quarter of the weight consisted of merchandise valued at less than \$1 per pound. The merchandise exported covered 44 different commodity classifications, ranging from

art work, gold bullion, and jewelry, to chemicals, electric parts and equipment, hearing aids, machine parts, radios, and sporting goods. While there was a wide range of unit values, there were six shipments of oils and paints with an average value of 49 cents per pound; 10 shipments of household equipment and supplies, at the average rate of 77 cents per pound; a dozen shipments of stationery and books, at an average rate of 57 cents per pound; and 42 shipments of automobile parts, averaging a value of \$1.33 per pound.

These shipments, all made on one day, originated from approximately 25 states and from 12 foreign countries.

FORWARDERS WIN

(Continued from Page 18)

possible benefit in the overall public interest, has not been met. Mr. Jones took issue with the analogy to surface transportation upon which the decision was based, pointing out that very dissimilar circumstances and conditions make such a comparison unsound. He further expressed the view that the proper development of an air cargo system calls for an airline-owned organization generally similar to the Railway Express Agency in the rail field, to handle air cargo on a consolidated basis for all of the carriers. The majority opinion he termed "hasty" and based upon "conjecture and speculation."

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AIR FREIGHT FORWARDERS

Stark Air Shipping, Inc.: A new office at 525 Circle Tower Building, Indianapolis, has been opened by the firm, according to an announcement made by John S. Gorby, president. Stark is an official cargo agent for 22 airlines. Pickup service has been established for shipments originating in the Indianapolis area, while out-of-town shippers may consign to Stark's Indianapolis terminal for forwarding. Stark's other offices are located in New York, Rio de Janeiro, and Buenos Aires.

Mercury Air Freight Corporation: Eleanor H. Howry, formerly in traffic and operations with Bruning Aviation, Inc., has joined Mercury in the capacity of office manager.

Close and Stewart: This Spokane firm reports that it recently air-shipped two blue Great Danes to Manila, in addition to numerous export articles to various countries.

Trans-Global Shipping Corporation: The expanding operations of TGS, sparked by its streamlined Air Cargo Division, have effected the removal of the firm's New York central office to new and larger quarters at 180 Broadway. TGS' New York headquarters is in daily contact with LaGuardia, Idlewild, Newark, and Teterboro Airports. Branch offices are maintained in New Orleans and Havana.

Inter-Maritime Forwarding Company, Inc.: Charles H. Dalldorf, president, reports that the Air Cargo Division of his firm has organized "Seair Express," a new type of international air cargo transport service designed "to accelerate further the movement of commodities urgently required in overseas markets." Cooperating are British Overseas Airways Corporation, British European Airways, and Cunard White Star Line. In explaining Seair Express, Dalldorf said:

"The purpose for instituting this combination express-steamer service to England, and fast air transport on the continent and countries of Africa, the East and Australasia, is to make available to United States exporters a speedy, yet economical means of shipping their goods overseas. While it is

true that all-air cargo transport service to the same areas is available at present, it is frequently felt that the cost of all-air transportation is too costly to encourage the movement of larger and more diversified American goods so badly needed abroad.

"As is well known, vitally required and emergency cargo are at present moved via all-air. Because of the resulting economy in transportation costs, plus the relative rapidity of the new service, American industry and commerce is now greatly encouraged and assisted in the use of this newly organized system of cargo transportation."

Dalldorf stated that all east-bound cargo will leave New York on board such vessels as the Queen Elizabeth, Queen Mary, Mauretania, etc., on their weekly runs. In England, the cargo is transferred immediately to BEA transport planes, which operate in most of the countries of Western Europe, for final delivery. Cargo destined to India, Near East, Middle East, Far East, Africa and Australia, will be flown in

the planes of BOAC, and associated airlines.

The Inter-Maritime head said that on a shipment "from New York City to Geneva, via all-air, the shipper pays at the rate of \$1.19 per pound on loads from one to 99 pounds. Loads of 100 pounds or over pay at the rate of \$0.88 per pound. On the average, the time is three to four days.

"The same shipment made via Seair Express, because of the combined use of express ocean steamers and fast transport planes, pays at the rate of 46 cents per pound on loads less than 100 pounds," he stated. "Shipments of 100 pounds or over pay only 43 cents per pound. The time elapsed from departure of steamer and plane arrival is approximately seven to nine days."

A minimum charge of \$3 has been set by Inter-Maritime. Dalldorf believes that "unless the time or nature of the commodity requires through air transportation," Seair Express will stimulate the international exchange of badly needed commodities to an important degree.

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TRANSPORT TIDINGS

NWA Honolulu Run Hit

Pan American World Airways has lashed out at the recent award of a Seattle-Honolulu route to Northwest Airlines, and has petitioned the Civil Aeronautics Board for rehearing, reargument, and reconsideration, of that case. (See Transport Tidings in last month's issue.) The petition also asks that the temporary certificate issued to NWA be stayed "pending final determination of this proceeding as reopened."

PAA charged that United States-flag air operations between Australia or New Zealand and the Pacific Northwest will be placed at a serious disadvantage with respect to foreign operators unless it is certificated for the route awarded to NWA. It claimed that the CAB decision failed to bring out that PAA could operate the route at a subsidy cost \$37 per passenger under that by NWA. In addition, PAA stated that the findings that NWA would provide more one-carrier service over its Honolulu-Seattle route were based on statistics that were outmoded and incorrectly applied. It said that it was denied any opportunity to show that these figures were incorrect. The airline claimed that if these sta-

tistics had been properly used, they would have shown that PAA would provide 23 percent more one-carrier service than NWA.

Calling the decision in favor of NWA illegal, PAA stated:

"The Board's published opinion, dated March 16, 1948, is shown as bearing the approval of Messrs. (Harlee) Branch and (Josh) Lee and has attached a dissent by Mr. (Oswald) Ryan. Mr. Branch retired from the Board effective May 1, 1948, leaving Mr. Lee the only member of the Board who voted in favor of the decision to certificate Northwest. Not until three months later did the President approve the decision. At the time of the approval the present five-man board was in office, but only one member of the Board had voted in favor of the decision.

"Under these circumstances it is, of course, obvious that any Board action taken after May 1, 1948, would render the decision improper and illegal for lack of a majority of a quorum. . .

"Entirely apart from this legal difficulty it is certainly unsound administrative practice to permit an important decision to rest on one affirmative vote and one dissenting vote of the

Board in office at the time of Presidential approval, with three members not participating."

More TWA Flights

TWA has added three new Constellation flights, including two additional express schedules, between Paris and Cairo. These new flights bring the total of TWA schedules to 50 flights a week (25 each direction). Non-stop service between Geneva and Cairo is provided on one of the inaugurated flights. Another offers one-stop service between Paris and Cairo.

Domestically, four-engined service has been started by the airline between New York and Chicago, via Philadelphia and Pittsburgh.

TWA reported losses of \$466,304.92 for the April 1-June 30 quarter and of \$4,380,540 for the January 1-June 30 period. Domestic freight and express ton-miles for the second quarter of 1948 totaled 3,621,380 as against 2,429,159 in the same period last year. Internationally, TWA recorded 1,002,194 freight and express ton-miles, as compared with 832,794.

Flying Time Cut By PIA

Elimination of Peruvian International Airways' overnight layover at Lima has reduced its flying time from New York and Washington to Santiago, Chile, by 10½ hours. With departures now at midnight and 2:15 a.m. on each of its four-weekly flights, air shippers are able to send their cargoes to the airport after the usual city office hours.



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PAL Drops Shanghai Run

Philippine Air Lines has announced the temporary suspension of its once-a-week service into Shanghai from Manila where connection normally is made with the airline's DC-6 flights from San Francisco. It is understood that the Shanghai service was cancelled "because of chronic currency exchange difficulties." Two flights each week, from Manila to Hong Kong, also connecting with the transpacific service, continues.

NWA 2-0-2s Succeed DC-3s

All Northwest Airlines' routes formerly flown by the familiar DC-3s are now operated with the newer, more modern Martin 2-0-2s. The Martin transport, which has given the airline 50 percent greater cruising speed, has made possible the addition of many intermediate stops, while cutting total flight time between terminals. Two DC3s are being retained by NWA. One is used as an airfreighter on the Chicago-Minneapolis run, and the other for pilot checking purposes.

UAL at Portland-Columbia

United Air Lines, which has been using the temporary facilities at Salem and Troutdale, Oregon, has resumed full service into the Portland-Columbia Airport inundated last Summer in the record floods. The airline reported that when the waters receded, damage to the buildings and other facilities were much less than had been feared.

NAL Now Serves 34 Cities

Baltimore, Richmond, and Panama City (Florida) have become the 32nd, 33rd, and 34th cities on National Airlines' system. Panama City is now being given its first scheduled air service. Service at Baltimore and Richmond is offered on flights between New York, Jacksonville, and New Orleans. The Panama City stop is on the Jacksonville-New Orleans flight. (See Air Commerce)

TACA Sees Repercussions

TACA, S. A. the Salvadorean airline whose application to the Civil Aeronautics Board is opposed by Pan American World Airways, has warned of possible repercussions in Latin America if reciprocal air rights are denied. The line has applied to the Board for a renewal of its permit to continue operations between Central America and the United States. Previously a CAB examiner had recommended to the Board that it do not renew TACA's existing permit.

Demanding that the CAB refuse to accept the examiner's recommendation, the airline's brief added:

"To deny El Salvador its just rights under the principle of international reciprocity which it is now seeking may well have important repercussions with respect to hemispheric relations and good will. Amongst friendly nations reciprocity in all things is vital and

axiomatic, and a violation of that principle is neither good for hemispheric defense nor trade and general felicitous relations."

Pointing to Pan American, TACA hinted that the United States carrier which has air rights in El Salvador might find the latter Government's attitude changed.

"Normally," said the brief, "Pan American may look to continue with the permission of El Salvador to conduct its service, though a denial to El Salvador of its reciprocal rights may well be expected to change this situation."

In reply to the Board examiner who indicated that TACA's permit be denied because a large amount of the airline's stock is owned by United States citizens, the Salvadorean air carrier stated that refusal of its right to "utilize North American capital would at this continuing crisis in world affairs be an extremely unwise precedent for the United States to establish and could only be interpreted as a reversal of attitude on the part of that government." It accused PAA of "attempting to stamp out competition in a small segment of its overall operations."

"The refusal of the United States to renew these permits undoubtedly would be construed by Latin American countries as a warning to those countries that participation of United States capital in their affairs is not now looked upon as desirable by the State Department," TACA told the Board.

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SIDNEY A. STEWART, who succeeds **CARLETON PUTNAM** as president of Chicago and Southern Air Lines. Stewart has been C&S executive vice president for two years. Prior to joining the airline he was a vice president of United Aircraft Corporation, serving as general manager of the Hamilton Standard Propeller Division between 1940 and 1946. Putnam continues as chairman of the board and voting trustee of C&S.

E. O. COCKE, vice president in charge of traffic for Trans World Airline, elected to membership in the board of directors. Cocke started his career with TWA as a passenger agent.

HAROLD MONTEE, elected vice president of Seaboard and Western Airlines. A holder of one of the earliest commercial pilot certificates issued, he has served S&W as its Washington representative.

WILLIAM C. JORDAN, former general manager of the Curtiss-Wright Airplane Division, elected vice president and appointed general manager of Wright Aeronautical Corporation; and **T. B. FOCKE**, formerly factory manager of the Airplane Division, elevated to the position of general manager of that Division.

FERNANDO A. DE LA HOZ, appointed by FAMA as its North American representative. Temporary offices of the Argentine airline are located at 110 West 42 Street, New York.

D. K. TASKER, back again with Republic Aviation as assistant to the president on special assignment.

★ SALES ★ TRAFFIC

JAMES J. FAUTEUX, **THOMAS W. MARSHALL, JR.**, **JAMES P. FARRELL**, and **ARCHA E. WILCOX, JR.**, appointed by Northwest Airlines to the following posts: Fautex, California traffic manager; Marshall, traffic manager in Japan; Farrell, traffic

manager in China; Wilcox, district traffic manager in Shanghai.

HENRY FELLOWS, **JOHN S. WINCHELL**, **G. J. CRADEN** and **J. CHESLEY STEWART**, named by TWA to the following posts: Fellows, manager of sales research and training; Winchell, Paris district manager; Craden, Cairo district manager; Stewart, St. Louis district manager.

MAYO THOMAS, appointed general traffic manager of the Flying Tiger Line. He first joined the line in 1945, but left last year for a short time.

GENE B. DAVIS, named district traffic manager at Wichita Falls for Braniff International Airways.

MARSHALL E. TURLEY, who has joined the export sales staff of Beech Aircraft. He is well-known in export sales circles.

WILLIAM W. SPRADLEY and **EUGENE T. THUMMEL** named by Pioneer Air Lines to district traffic managerships in the respective cities of Fort Worth and Amarillo-Lubbock-Plainview; and **LE ROY W. LOTT**, appointed traffic representative in Austin.

★ CARGO ★

D. O. KERKOW, appointed air cargo manager for National Airlines; and **O. M. FOXWORTH, JR.**, now serving as manager of express and mail. Kerkow has been with NAL for two years; Foxworth joined the line 4½ years ago.

VINCENT J. SCHREIBER, formerly with Pan American World Airways, appointed cargo sales representative for KLM. He has been with the Dutch airline since March, 1947.

★ MISCELLANEOUS ★

CYRIL C. THOMPSON, former vice president of United Air Lines and special representative-air transport for the Santa Fe Railway System, appointed executive secretary of the Airport Operators Council. He is a well-known figure in air transportation circles.

BOOKS

Echoes of the last war reverberate in four books released by three publishers: **The AAF Against Japan**, by Vern Haugland (515 pages; \$5.00), and **Air Victory**, by Harold B. Hinton (428 pages; \$5.00), both published by Harper and Brothers, 49 East 33rd Street, New York; **Flak Bait**, by Devon Francis (Duell, Sloan, and Pearce, Inc., 270 Madison Avenue, New York; 331 pages; \$5.00); and **The Third Marine Division**, by Lieutenants Robert A. Aurthur and Kenneth Cohlmlia (Infantry Journal Press, 1115 17th Street, N. W., Washington, D. C.; 399 pages; \$5.00). The Haugland effort is the stirring, step-by-step effort of the AAF right up to the dropping of the atomic bomb and the surrender a few days afterward. Human interest, too.

Air Victory, which carries the subtitle, *The Men and the Machines*, boasts a foreword by Lieutenant General Barton K. Yount. Divided into four sections, Hinton covers the background of military flight, the defensive, the offensive, and the aftermath. A thorough job. In **Flak Bait**, Francis tells the exciting story of a B-26 which flew 202 combat missions, and although hit by flak a thousand times in its 180,000 miles of war flying, always came back to base. A tribute to the Marauders and the men who flew them. Francis, who is associate editor of *Popular Science*, was the founder and first president of the Aviation Writers Association. The book was edited by Gordon Carroll, executive editor of *Coronet*, and assisted by Betty John, manager of an American Red Cross in England. The **Third Marine Division** is, as the title implies, a history of that division. Plenty of action in text and photographs. The volume was edited by Lieutenant Colonel Robert T. Vance.

From the standpoint of geography and history, we have five books covering areas here and abroad. **Pine, Potatoes and People**, by Helen Hamilton (W. W. Norton and Company, Inc., 101 Fifth Avenue, New York; 238 pages; \$3.00) is the story of Aroostook County, which lies at the northern tip of Maine. You will read it and like it and want to visit the place. Thoroughly engaging. **Cleveland Rodgers and Rebecca B. Rankin** in their **New York: The World's Capital City** (Harner and Brothers, 49 East 33rd Street, New York; 398 pages; \$5.00) tell the story of the world's most interesting city. Ranges from the early Dutch settlers to the United Nations. All you want to know about a city of magic. . . . **The History of Oklahoma**, by Edward Everett Dale and Morris L. Wardell (Prentice-Hall, Inc., 70 Fifth Avenue, New York; 572 pages; \$7.65) is just what the title suggests—and a good job it is. Only the essential features of the state's history is given, for, as the authors point out, "the story of Oklahoma is so long and involved".

Palestine: Land of Israel (Ziff-Davis Publishing Company, 185 North Wabash Avenue, Chicago; 128 pages; \$5.00) has between its covers a wealth of photographs by Herbert S. Sonnenfeld. Introduction is by Pierre van Paassen. A new state and its hopeful people. Excellent. . . . **Agnes Rothery's Iceland: New World Outpost** (Viking Press, 18 East 48 Street, New York; 214 pages; \$3.75) sheds light on an island country in the North Atlantic which is becoming increasingly familiar to air travelers.



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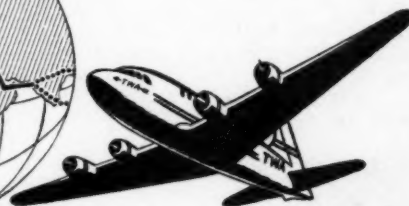
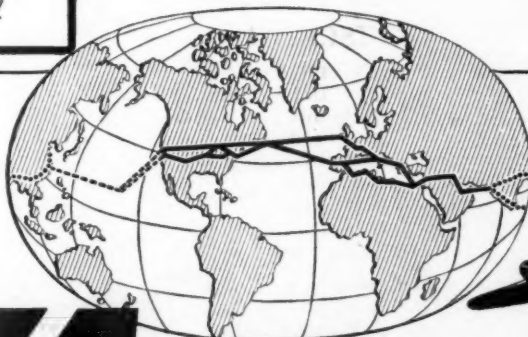


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